

GRAIN DEALERS JOURNAL

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Reliable

Dependable

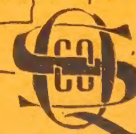
QUINN-SHEPHERDSON CO. Minneapolis

OFFERING UNEXCELLED SERVICE
IN EVERY DEPARTMENT
OF THE GRAIN BUSINESS

*We Supply Exporters, Mills, Mixers
and Consumers of every description
with any kind of grain direct from
country points or Terminal Markets.*

ONE OF THE LARGEST LIVE WIRE
ORGANIZATIONS IN THE NORTHWEST

OUR CONSIGNMENT DEPART-
MENT IS SECOND TO NONE



Make This
Memo Now:

*"Investigate
the Carter
Disc Separ-
ator at the
Convention"*

Your Opportunity to Investigate!

Is coming October 11th, 12th
and 13th at the American Grain
Dealers Convention, Minneapolis.

When some of the old heads in the grain business hear about a 100% separation—by machine—well, they've just got to be shown. Machines aren't supposed to have reached such a stage of perfection.

But they have.

The New Carter Disc Separator would *sell itself on the strength of its perfect separation alone*; to say nothing of the 75% saving it makes on power bills and other big savings in trouble and upkeep.

This machine will be on display and will be demonstrated at the West hotel in Minneapolis during the American Grain Dealers' Convention, October 11th, 12th and 13th. The West hotel is convention headquarters. You need not go out of your way to

investigate the New Carter Disc Separator which is attracting world-wide attention of grain men.

Its basic principle is a series of discs revolving in a mass of grain. The two faces of each disc carry 7,000 *undercut* pockets, so constructed that they will pick out the wheat but reject materials of other sizes and shapes. The wheat is discharged into a common hopper and the tailings come from the machine *absolutely free of wheat*.



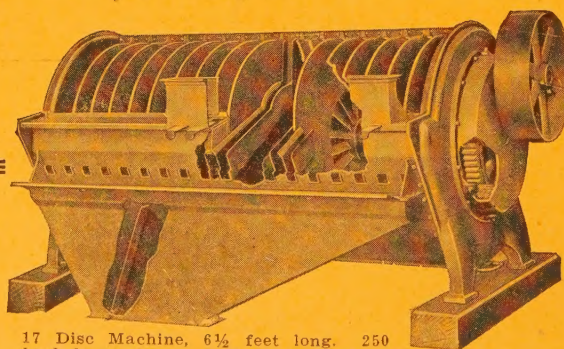
Section through disc, showing how the pockets pick out the wheat but reject all foreign grains.

In no sense is it a one-way separation. There is *no barley nor oats in the separated wheat* and there is *no wheat in the tailings*. The savings in wheat, power and upkeep *will pay for a New Carter Disc Separator in less than a year*.

For *your own* satisfaction, investigate this remarkable machine at the convention.

THE NEW CARTER DISC SEPARATOR

CARTER-MAYHEW
MFG. COMPANY
MINNEAPOLIS



"A HAND PICKED
SEPARATION"

17 Disc Machine, 6½ feet long. 250
bushels per hour. 3 H. P. to Operate.

Oh, Man!

Follow The Crowd



RECEIVERS AND SHIPPERS OF ALL GRAINS

Wheat, oats, rye and barley
for export accounts, via
Eastern Seaboard or Gulf.
Milling wheat shipped to all
sections of the country. Wire
for samples!

INTERNATIONAL GRAIN CO.

Operating 3,000,000 bus. Terminal Storage

Not only will we be glad to
meet you, but we will consider
it a personal favor if you will
call at our offices while in
Minneapolis for the Grain
Dealers National Convention.

FLOUR EXCHANGE, MINNEAPOLIS

"FOR BETTER SERVICE"

BARTLETT-FRAZIER CO.

OF

MINNEAPOLIS

Receivers and Shippers

*Handlers of all kinds
of Milling Wheat and
shippers of Fancy
Oats and Barley.*

Offices and Private Wire Connections
in all leading markets

CARGILL COMMISSION COMPANY

DULUTH

MINNEAPOLIS

MILWAUKEE

EFFICIENCY is our watchword; SATISFACTION your reward

SHIP TO CARGILL

"You can't do better; You might do worse"

CEREAL GRADING CO.

GRAIN MERCHANTS

We buy, sell, store and
ship all kinds of grain.
Get our offers or try us
with your consignments.
Liberal Advances.

Largest Rye Handlers in the West

Operators of
Elevator "L"

Chamber of Commerce
Minneapolis, Minn.

*To Serve You Better
Is Our Aim*

RECEIVERS AND SHIPPERS

OF

GRAIN

**THREE OFFICES TO
SERVE YOU**

Godfrey Grain Co.

Minneapolis

Sioux City

Sioux Falls

Consider:

Stop for a moment and consider a firm founded in 1852, with almost seventy years of experience behind the present organization.

Your better judgment tells you to make connections with such a firm--one that has weathered the ups and downs of the market for two generations.

You will find such a firm in Minneapolis prepared to serve you. Let us get acquainted while you are in our city to attend the Annual Meeting of the Grain Dealers National Association.

THE VAN DUSEN-HARRINGTON CO.

Seventh Floor, Chamber of Commerce

MINNEAPOLIS

Andrews Grain Co.

Receivers and Shippers

Spring and Durum Wheat for Milling Purposes

Natural or Clipped Oats

Chicken Wheat

Screenings

Barley and Rye

SEND FOR SAMPLES AND PRICES

CHAMBER OF COMMERCE
MINNEAPOLIS

4 POINTS OF "STERLING" QUALITY

- 1 - Rye for Export.
- 2 - Wheat for Milling Purposes.
- 3 - Oats Shipped to All Points.
- 4 - Personal Attention to Consignments.

STERLING GRAIN CO.

Receivers and Shippers of All Kinds of Grain and Millstuffs

Operating
Sterling Terminal Elevator

Flour Exchange
Minneapolis, Minn.

Write for Prices

ALVIN H. POEHLER President
WALTER C. POEHLER . . . Secy-Treas.

SHIP TO
H. POEHLER CO.

GRAIN MERCHANTS

IN BUSINESS SINCE 1855

**Handlers of All Grains
Including Winter
Wheat**

MEMBERS OF

Minneapolis Chamber of Commerce
Duluth Board of Trade
Chicago Board of Trade
Milwaukee Chamber of Commerce
Sioux City Board of Trade
Minneapolis Civic and Commerce Assn.
Chamber of Commerce of U. S. A.
Winnipeg Grain Exchange

MINNEAPOLIS — DULUTH

**CHAS. E.
LEWIS & CO.
BROKERS**

Lewis Building
2d Avenue South at 6th Street
MINNEAPOLIS

□ □ □

**STOCKS
BONDS
COTTON
GRAIN**

□ □ □

Members

New York Stock Exchange
New York Cotton Exchange
New York Produce Exchange
Boston Chamber of Commerce
Baltimore Chamber of Commerce
Chicago Board of Trade
Chicago Stock Exchange
Minneapolis Chamber of Commerce
Minneapolis Stock Exchange
Duluth Board of Trade
Winnipeg Grain Exchange
Winnipeg Stock Exchange

**Private Wires From the
Great Lakes to the Gulf and
From Ocean to Ocean**

PUT THIS IN YOUR NOTE BOOK—

For all kinds of wheat,
including DURUM, wire
collect for samples to—

SHEFFIELD ELEVATOR CO.

FLOUR EXCHANGE, MINNEAPOLIS

Operators of Elevator "K"
1,700,000 bus. capacity

*Buyers and Sellers of Wheat, Corn and Oats
in Straight Cars*

GRAIN COMMISSION MERCHANTS

S H I P
G. E. G.

**G. E. GEE GRAIN CO., 66 Chamber of Commerce
MINNEAPOLIS**

Osborne-McMillan Elevator Co.

We operate over 100 country elevators and over 1,500,000 bushels terminal storage. We make a specialty of grain merchandising and place our entire organization at your service.

WHEAT OATS
RYE
BARLEY **DURUM**

Type Samples Upon Request

Call on us and get acquainted while in Minneapolis for the Convention, October 11, 12, 13, and arrange with us to care for your requirements.

604 CHAMBER OF COMMERCE, MINNEAPOLIS, MINN.

Gould Grain Company

FLOUR EXCHANGE

MINNEAPOLIS, MINNESOTA

There is always a good demand for Winter Wheat in
MINNEAPOLIS

SALYARDS GRAIN CO.

Grain Commission Merchants

SOLICITS YOUR CONSIGNMENTS

718 Flour Exchange

Minneapolis, Minn.

CONSIGNMENTS THE RULE
—NOT THE EXCEPTION

SHIP IT TO US AT
DULUTH—MINNEAPOLIS—MILWAUKEE

W. C. MITCHELL CO.

Our service is
your satisfaction

SHIPPERS OF
WHEAT—CORN—OATS

Our service is
your satisfaction

Call at our office while in Minneapolis for the Grain Dealers Nat'l Convention

John E. Geraghty

Maurice J. Cohen

NORTHWESTERN FEED CO.

Warehouse Capacity: 40 Mixed Cars Daily

MILLFEEDS

Pure Old Process Linseed Oil Meal

Mixed Cars Quick Shipments

MINNEAPOLIS

Established 1889

Incorporated 1913

Johnson-Olson Grain Company

COMMISSION MERCHANTS

MINNEAPOLIS

Branch Office at Milwaukee

Call at our office and get acquainted while in Minneapolis

A New Name for an Old Firm

BENSON-QUINN CO.

Successors to
BENSON-STABECK CO.

Grain Commission Merchants

We will be pleased to have you call and get acquainted while in Minneapolis attending the Annual Meeting of the Grain Dealers National Association.

Chamber of Commerce

Minneapolis

THE CHAMBERS-MACKAY CO.

INCORPORATED

SCREENINGS

21 Chamber of Commerce

MINNEAPOLIS

McCARTHY BROTHERS COMPANY

ESTABLISHED 1885

RECEIVERS AND SHIPPERS

OFFICES:

Minneapolis

Duluth

Chicago

Milwaukee

Sioux Falls, S. D.

Aberdeen, S. D.

Fargo, N. D.

HALLET & CAREY CO.

GRAIN MERCHANTS

MINNEAPOLIS

Duluth
Winnipeg

Baltimore, Md.
Lincoln, Neb.

Sioux Falls, So. Dak.
Saskatoon, Sask., Can.

GRAIN AND MILL FEEDS

Permanent arrangements are desired to buy on commission, Wheat, Coarse Grains, Mill Feeds, Screenings, Chicken Wheat, Millet Seed, Oil Meal, Etc., by sample on floor and in open market.

EXPERT IN MILLING, MALTING and FEEDING GRAINS

OTTO A. ZIMMERMAN

81 Chamber of Commerce

MINNEAPOLIS

WE SELL

FEED **WHEAT** MILLING

The Scroggins Grain Co.
MINNEAPOLIS

WINTER-TRUEDELL-AMES CO.**GRAIN MERCHANTS****MINNEAPOLIS — DULUTH — MILWAUKEE****Hiawatha Grain Company****Corn Exchange, Minneapolis****GRAIN — SCREENINGS — MILLFEEDS****Write or Wire for Samples and Quotations****Malting and
Feeding Barley****Milling and
Off-Grade Wheat****FRANK J. SEIDL****GRAIN MERCHANTS****Screenings
Mill Oats
Barley Needles
Ground Feed Barley
Barley Feed****STRAIGHT OR
MIXED CARS****Oats
Corn
Poultry Barley
Oil Meal
Mill Feeds****FLOUR EXCHANGE****MINNEAPOLIS****WE SOLICIT
YOUR CONSIGNMENTS****STRICTLY
GRAIN COMMISSION****H. L. HANKINSON & CO.****MILWAUKEE****MINNEAPOLIS****DULUTH****MARFIELD GRAIN CO.****Receivers and Shippers****WOODWARD-NEWHOUSE CO. Grain Commission**
Minneapolis, Minn.**J. M. Davies**
CO.
GRAIN COMMISSION
MINNEAPOLIS DULUTH MILWAUKEE**WHEN YOU BUY—BUY RIGHT.****OUR ADVERTISERS OFFER THE BEST.****We'll Meet You in Minneapolis October 11, 12, 13**

DICKINSON'S

GRASS
AND
FIELD

POULTRY
AND
STOCK

SEEDS—FEEDS

Standards of Quality and Uniformity

THE ALBERT DICKINSON CO.

MINNEAPOLIS CHICAGO

The McCaull-Dinsmore Company

Has in their employ Experienced Salesmen, each an expert in his special line, guaranteeing SATISFACTORY SERVICE. Write or wire for prices on corn and feed delivered anywhere in the United States or Canada.

GRAIN COMMISSION

MINNEAPOLIS

Members of

Minneapolis Chamber of Commerce, Milwaukee Chamber of Commerce, St. Louis Merchants Exchange, Sioux City Board of Trade, Duluth Board of Trade, Omaha Grain Exchange, Chicago Board of Trade.

You Can Make

the Grain Dealers Journal worth much or little to your business. It represents the labor of nearly a thousand persons using equipment that costs nearly a million. All of it is in the interest of your business and you will find suggestions and pointers in both the reading and advertising pages of real value, if you will but read and heed the message.

HOTEL ROBIDOUX

St. Joseph, Mo.

HOTEL DYCKMAN

Minneapolis, Minn.

C. NEIPP

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HAVING YOUR name in this directory will introduce you to many old and new firms during the year, whom you do not know or could not meet in any other way. Many new concerns are looking for connections, seeking an outlet or an inlet, possibly in your territory. It is certain that they turn to this recognized Directory, and act upon the suggestions it gives them.

ALBANY, GA.

Bush, V. R., flour, feed, grain broker.
Georgia Commission Co., mdse. and grain brokers.
Martin & Co., Roy, broker, grain and feedingstuffs.

ANNISTON, ALA.

Woodruff Feed Co., dealers grain, hay, feed.

ATCHISON, KANS.

Blair Elevator Co., receivers and shippers.*
Moore-Lawless Grain Co., cosgmts., futures, pvt. wires.*

ATHENS, GA.

Eppes, Wm. E., grain, hay, flour, produce.
Callaway Grocery Co., The, whlse. gro., grain, feeds.
Hinton & Co., O. R., mdse. and grain brokers.
O'Farrell Brokerage Co., flour, grain, hay, mxid. fds.*
Pitner & Beusse, grain and merchandise brokers.*
Steedman, Wm. B., grain, feed broker.*
Webb Brokerage Co., grain, flour, feed specialty.
Wier Feed & Grain Co., whlse. grain, feed, flour.

ATLANTA, GA.

Commercial Exchange Members.

Brooke & Co., T. H., grain, hay, flour, c/s pdts.
Fain Grain Co., W. L., flour, feed, field seeds.*
Gregg & Son, J., wholesale brokers, grain, hay.*
Leonard & Sons, J. T., feedingsstuffs, mdse. brokers.
Martin, Theo. W., broker, grain, flour, hay, mxid. feed.
Smith, Edward E., broker, grain, hay, flour, mxid. feed.
Taylor Commission Co., c/s meal, c/s hulls, fertilizer.*

AUGUSTA, GA.

Board of Commerce Members.

Clark Milling Co., dealers grain & feedstuffs.*
Cranston & Co., A., brokers, grain, hay, feed.
Dunbar & Co., H. S., grain, hay, feed, flour, brokers.
Eve & Co., H. C., grain, grain pdts., mdse., brokers.
Fletcher & Co., W. W., brokers, hay, grain, flour, feed.
Hinson, O. W., broker, grain, feed, flour, hay.*
Lamb & Hollingsworth, brokers, grain, flour, feed.*
Robinson Co., P. F., brokers, feed, grain, flour, hay.

BALTIMORE, MD.

Chamber of Commerce Members.

Baltimore Grain Co., grain receivers, exporters.*
Baltimore Pearl Hominy Co., corn products.*
Blackburn & Co., C. P., grain receivers, exporters.*
Dennis & Co., grain merchants.*
England & Co., Chas., grain, hay.*
Fahey & Co., John T., grain receivers and exporters.*
Hammond, Snyder & Co., Inc., receivers, exporters.*
Hax & Co., G. A., grain, hay, seeds.*
Lederer Bros., grain receivers.*
Manger & Co., J. A., grain, seeds, hay.*
Robinson & Jackson, grain commission merchants.*
Steen & Bro., E., grain receivers and exporters.*
Wack & Co., Henry E., grain, hay, feeds.*

BESSEMER, ALA.

Curry & Co., J. C., feedstuffs, flour, meal.

BILLINGS, MONT.

Soule, Ralph W., grain and feed broker.

BIRMINGHAM, ALA.

Birmingham Grain Co., grain, feed, flour.*
Ceell Brokerage Co., grain, hay, millfeed brokers.*
Cosby Flour & Grain Co., W. M., grn., flour crn. ml.
Guice, Edward T., flour, grain, feed broker.
Hemphill & Co., R. C., mdse. & grain brokers.
Montgomery Brokerage Co., grain, gr. pdts., hay, mdse.
Morgan & Co., B. C., broker grain, feed, flour, hay.*
Ramsey & Co., J. E., mdse., grain, feed, flour broker.
Southeastern Brokerage Co., grain, hay, feed.
Sunny South Grain Co., mfrs. mxid. fd., ctn. sd. ml.
Tennessee Mill & Feed Co., feedingsstuffs.
Western Grain Co., mfrs. mxid. feed. crn. meal, grits.*
Wood-Crabbe Grain Co., mfrs. crn ml. grts., gr., hay.*

BLOOMINGTON, ILL.

Hasenwinkle Grain Co., cash and futures.
Slick, L. E., grain.
Worth-Gyles Grain Co., cash and future grain.*

BOSTON, MASS.

Chamber of Commerce Members.

Bensaquin, Matthew D., grain brokerage, commission.*
Jaquith, Parker, Smith & Co., wheat, barley, millo.*

BRUNSWICK, GA.

McKinnon, Malcolm B., grain, hay, feed, produce.
Ogg, C. D., mdse. & feedstuffs.
Taylor, C. A., grain, hay, feed broker.

BUFFALO, N. Y.

Corn Exchange Members.

Armour Grain Co., grain merchants.*
Bruso, O. A., grain—strictly brokerage.
Burns Grain Co., grain commission.*
Churchill Grain & Seed Co., receivers, shippers.*
Davis, Inc., A. C., grain.*
Doerty-Ellsworth Co., Inc., brokerage commission.*
Electric Grain Elevator Co., consignments.*
Gee-Lewis Grain Co., barley and rye.*

*Member Grain Dealers National Association.

BUFFALO (Continued)

Globe Elevator Co., receivers & shippers.*
Harold, A. W., grain, barley a specialty.
McConnell Grain Corporation, commission merchants.*
McKillen, Inc., J. G., receivers and shippers.
Kennedy & Co., Chas., wheat a specialty.*
Pratt & Co., receivers, shippers of grain.*
Ratcliffe, N. M., commission merchant.
Seymour-Wood Grain Co., consignments.*
Townsend Ward Co., The, consignments.*
Fremston Grain Co., grain commission.*
Watkins Grain Co., consignments.*
Whitney & Gibson, consignments.*

CAIRO, ILL.

Board of Trade Members.

Cairo Grain Commission Co., consignments.*
Halliday Elevator Co., grain dealers.*
Thistlewood & Co., grain and hay.

CARROLLTON, MO.

Claiborne Commission Co., commission merchants.*

CEDAR RAPIDS, IOWA.

Cedar Rapids Grain Co., corn and oats.*
Gifford Grain Co., grain and grain products.*
King Wilder Grain Co., grain shippers.*

CHATTANOOGA, TENN.

Grain Exchange Members.

Bagley & Semmes, hay, grain and feed brokers.
Chattanooga Feed Co., grain, feed, hay, cowpeas.
Harbin, A. D., hay, grain and mill feeds.
Hood Feed Co., flour, feeds, field seeds.
Lookout Brokerage Co., grain, feeds, mdse.
Tennessee River Mfg. Co., corn buyers, corn meal mfrs.
Thomasson & Co., J. I., grain, hay, feed.
Winer Feed Co., food, feed, seed.

CHICAGO, ILL.

Board of Trade Members.

Anderson & Co., W. P., grain commission merchants.*
Armour Grain Co., grain buyers.*
Bailey & Co., E. W., grain commission merchants.*
Bartlett-Frazier Co., grain merchants.*
Bennett & Co., Jas. E., commission merchants.*
Brennan & Co., John E., grain commission merchants.*
Bridge & Leonard, commission merchants.*
Carhart Code Harwood Co., grain commission.*
Dole & Co., J. H., grain and seeds.*
Freeman & Co., Henry H., grain, hay, straw.
Gerstenberg & Co., commission merchants.*
Hales & Hunter Co., grain merchants.*
Harris, Winthrop & Co., grain commission.*
Hitch & Carder, commission merchants.
Hoit & Co., Lowell, commission, grain and seeds.
Lanson Bros. & Co., consignments solicited.*
Lewis & Co., F. S., grain and provisions.*
McKenna & Dickey, commission merchants.*
Mumford & Co., W. R., grain, hay, millstuffs.*
Norris Grain Co., grain merchants.*
Northern Grain & Warehouse Co., grain receivers.
Paynter, H. M., grain and field seeds.
Perrine & Co., W. H., grain and commission.*
Pope & Eckhardt Co., grain and seeds.
Press & Co., W. G., grain, provisions, stocks, etc.
Quaker Oats Co., buyers of grain.
ReQua Bros., wheat a specialty.
Rosenbaum Bros., receivers, shippers.*
Rothschild Co., Moses, receivers and shippers.
Rumsey & Co., grain commission.*
Schiffin & Co., P. H., commission.*
Shaffer Grain Co., J. C., grain merchants.*
Simons, Day & Co., grain merchants.*
Somers, Jones & Co., grain and field seeds.*
Thayer & Co., C. H., receivers-shippers.*
Uplike Grain Co., consignments.*
Leland & Co., E. F., grain and seeds.*
Zweig & Co., Harry A., cash grain only.

CINCINNATI, O.

Grain & Hay Exchange Members.

Bingham-Scholl Co., grain merchants.*
Early & Daniel Co., grain, hay, feed.
Mutual Commission Co., hay, grain and feed.*

CLEVELAND, O.

Grain & Hay Exchange Members.

Bailey, E. I., grain and millfeed.*
Cleveland Grain Co., The, receivers and shippers.*
Cates Elevator Co., The, receivers and shippers.*
Lake Shore Elevator Co., grain and feed.*
Sheets Elevator Co., The, grain, hay, straw.*
Shepard, Clark & Co., grain merchants.*
Star Elevator Co., receivers, grain, hay, straw.*
Strass & Co., H. M., receivers, shippers hay & grain.*
Union Elevator Co., The, grain and hay.*

COFFEYVILLE, KANS.

Claiborne Commission Co., commission merchants.*

COLORADO SPRINGS, COLO.

Robinson-Hunt Grain Co., grain, hay, seeds, beans.

COLUMBUS, GA.

City Mills Co., soft wheat, corn, millers.*
Dexter & Hamburger, grain, hay, feed, flour brokers.*
Joseph Co., Dan, grain, grain products.*
Watkins & Co., L. C., mdse. and grain broker.

CRAWFORDSVILLE, IND.

McCordle-Black Co., grain commission merchants.

CULLMAN, ALA.

Ponder & Kelley, grain, feed, gen'l mdse.

DALLAS, TEX.

E. A. Johnson Co., grain and flour brokers.
Rothschild Co., S., grain, c/s products, rice b/p.*

DAVENPORT, IOWA.

Davenport Elevator Co., receivers and shippers.*

DECATUR, ALA.

Lyle-Taylor Grain Co., whlse. grain, hay, feeds.

DECATUR, ILL.

Baldwin & Co., H. I., grain brokers.*

DENVER, COLO.

Grain Exchange Members.

Ady & Crowe Merc. Co., The, grain and hay.
Best & Co., J. D., corn, oats, barley.
Conley-Ross Grain Co., The, grain and beans.
Crescent Flour Mills, The, wheat, corn, oats.*
Denver Elevator, We buy and sell grain and beans.*
Elder Grain Co., F. W., "Always Working."
Flanley Grain Co., wholesale grain.
Gallagher Grain Co., grain merchants.*
Hungarian Flour Mills, wheat, corn, oats, etc.
Kellogg Grain Co., O. M., receivers and shippers.*
McCaull-Dinsmore Co., wholesaler and commission.*
Moore-Lawless Grain Co., private wires to all markets.*
O'Donnell Grain Co., wholesale grain.*
PHELPS Grain Co., T. D., wholesale grain.*
Scott-George Grain Co., receivers and shippers.*
Summit Grain & Coal Co., wheat, corn, oats, rye, barl.*
Thompson Merc. Co., The W. F., wholesale hay.
Warwick Grain Co., buyers & sellers all kinds of grain.

DES MOINES, IOWA.

Board of Trade Members.

Anderson Co., D. L., grain merchants.*
Bartz & Co., W. H., grain merchants.*
Central Iowa Grain Co., consignments.*
Des Moines Elevator & Grain Co., oats a specialty.
Iowa Grain Co., receivers and shippers.
Lockwood, Lee, grain, millfeed broker.
Marshall Hall Grain Co., grain commission.
Mid-West Consumers Grain Co., grain merchants.*
Perrine & Co., W. H., commission merchants.
Taylor & Patton Co., corn and oats.
Tower, C. A., grain broker.

DETROIT, MICH.

Board of Trade Members.

Carson & Co., H. C., corn, oats, rye.*
Dumont, Roberts & Co., receivers, shippers.*
Huston, C. E., grain, hay consignments a specialty.*
Lichtenberg & Son, oats, corn, hay, straw.
Simmons & Co., F. J., grain and hay.*
Swift Grain Co., consign or ask for bid.*

DUBLIN, GA.

Barton, J. W., commission merchant.
Farmers Co-op. Elvtr. & Mills, grain and feed.*
Peacock, R. T., broker.
Pope, J. T., flour and corn miller.
Smith Brothers, brokers, mdse., grain, feedstuffs.
Walker, C. L., merchandise broker.

DULUTH, MINN.

Board of Trade Members.

Mitchell Co., W. C., grain commission.*
White Grain Co., shippers all grains.*

FLOYDADA, TEXAS.

Marshall Grain Co., shippers of millo.

FORT WORTH, TEX.

Grain and Cotton Exchange Members.

Dorsey Grain Co., receivers, shippers.

FRANKFORT, IND.

McCordle-Black Co., grain commission merchants.

GADSDEN, ALA.

Alabama Brokerage Co., grain, feed, hay, fr., mdse.
Gadsden Brokerage Co., feed, fr., hay c/s pdts.

GREAT FALLS, MONTANA.

Barkemeyer Grain & Seed Co., grain dealers.*

GREENVILLE, MISS.

Lyle & Lyle, whlse. grain, hay, feedstuffs.

GREENSBORO, N. C.

Moon-Taylor Co., grain and hay brokers.*

GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.*

GULFPORT, MISS.

Corso & Runfalo, gro., grain, feed, flour, hay.
Gulfport Grocery Co., gro., grain, fd., fr., etc.*
Howie & Co., J. B., bkrs., grain, fd., fr., hay.

HAMMOND, IND.

Nowak Milling Corp., "Domino Feeds."

HASTINGS, NEBR.

Elder, Fred W., wholesale grain, hay and mill pdts.*
Koehler-Twiddle Elevator Co., grain dealers.*
Moritz Grain Co., C., wholesale grain.*
Sexson, C. R., grain.

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

HATTIESBURG, MISS.

Bobo & Co., W. E., bkrs., mdse., grain, hay, fd., dr.
McLain & Co., A. S., grain, feed, mdse. broker.
Merchants Grocery Co., whlse. grocers, grain, fd., dr.

HAVANA, CUBA.

Smith Co., C. E., gen'l brokers—Jacksonville, Miami.*

HOUSTON, TEX.

Beatty-Archer Co., grain brokers.*
Gulf Grain Co., grain, hay, millfeed.*
Rothschild Co., S., grain, c/s products, rice b/p.*

HUTCHINSON, KANS.

Board of Trade Members.

Ayres Grain Co., grain merchants.
Beyer Grain Co., consignments, mill orders.
Central Grain Co., The, buyers for mills.
Davidson Grain Co., receivers and shippers.
Farmers Co.-Op. Com. Co., commission merchants.
Gano Grain Co., grain merchants.
Goffe & Carkener, private wire.*
Graves & Co., T. H., grain merchants.
Hausam-Bateman & Co., grain buyers and sellers.
Hines Grain Co., John, grain merchants.
Hunman-Yates Grain Co., receivers & shippers.*
Hutchinson Grain Co., grain merchants.
Hutchinson Term. Elvtr. Co., consignments.*
Kelly Milling Co., Wm., millers of hard wheat.
Jay Hausam & Company, grain merchants.
Jennings Grain Co., C. D., consignments.*
Kansas Grain Co., buyers and sellers.
Larabee Flour Mills Corp., hard wheat millers.
McClure Grain Co., J. B., buyers and sellers.*
Oswald Grain Co., dark hard turkey wheat, specialty.
Pettit Grain Co., L. H., grain merchants.
Prairie Grain Co., buyers & sellers milling wheat.
Reno Flour Mills Co., millers and grain dealers.
Rock Milling & Elevator Co., receivers and shippers.
Russell Grain Co., commission merchants.
Southwest Grain Co., receivers and shippers.
The Security Ele. Co., receivers, shippers milo kafir.
Union Grain Co., grain merchants.

HUNTSVILLE, ALA.

Huntsville & Decatur Bkg. Co., dlrs. gr. & gr. pds.
Lyle & Lyle, whlse. grain, hay, feedstuffs.

INDIANAPOLIS, IND.

Board of Trade Members.

Belt Elevator & Feed Co., receivers and shippers.
Bingham-Hewett-Scholl Co., grain merchants.*
Boyd Grain Co., Bert A., strictly brokerage & com.*
Cleveland Grain Co., grain commission.
Evans Grain Co., W. R., commission and brokerage.*
Goldberg Grain Co., consignments.*
Hayward-Rich Grain Co., grain commission.*
Hill Grain Co., The Lev., commission & brokerage.
Hoosier Grain Co., consignments only.
Kendrick & Sloan Co., Inc., grain and hay.
Kinney Grain Co., H. E., receiver and shipper.*
McCardle-Black Co., grain merchants.
Meuzie Grain & Bkg. Co., Carl D., grain commission.*
Merchants Hay & Grain Co., hay, grain, mill feed.*
Montgomery & Tompkins, receivers and shippers.
Shotwell & Co., C. A., grain & hay.
Steinhart Grain Co., commission and brokerage.*
Urmston Grain Co., receivers and shippers.*
Witt, Frank A., grain commission and brokerage.*

JACKSON, MICH.

Bartlett & Co., J. E., feed, grain, salvage.*
Stockbridge Elvtr., track buyers, sellers, gr. & sds.
Wagner-White Co., track buyers-sellers, grain-feed.

JACKSON, MISS.

Aviston Flour Co., feed mfrs. whl. flour, grain.*
Brittain & Co., P. L., mer. bkrs., dlrs. hay, gr., mill pds.
Green, R. H., whlse. grocers, pds., grain, mill feed.
Nall & Co., A. S., grain brokers.
Royal Feed & Mfg. Co., mixed feed mfrs.*

JACKSONVILLE, FLA.

Baker Co., A. S., brokers, grain, feedstuffs, mdse.
Florida Gr. & Elvtr. Co., corn and oats.
Howard Grain Co., whlse. dealers grain, hay, flour.*
Hulsey-Bessent Co., hay, grain, produce brokers.
Hunt Co., C. C., brokers, grain, feed, hay, flour, mdse.
Savage & Redavats Co., merchandise & grain brokers.
Smith Co., C. E., gen'l brokers, Havana & Miami.*
Wilson & Parker Co., brokers, grain, feed, hay, etc.*

JASPER, ALA.

Acuff, J. D., buyer white milling corn.
Robins, J. H., grain, hay, feed, flour broker.

KANSAS CITY, MO.

Board of Trade Members.

Addison Grain Co., consignments.
Alfalfa Grain Pds. Co., everything in the feed line.
Beyer Grain Co., consignments.
Bruce Bros. Grain Co., consignments.
Christopher & Co., B. C., kafir, feterita, milo.*
Claiborne Commission Co., commission merchants.*
Davis Grain Co., A. C., grain commission.
Denton Kuhn Grain Co., consignments.*
Dilts & Morgan, consignments.*
Ernst Davis Grain Co., commissions.*
Federal Grain Co., receivers, shippers.*
Fuller Grain Co., consignments.*
Hall-Bake Grain Co., consignments.
Hinde Grain Co., The, receivers, shippers.*
Hipple Grain Co., feterita, kafir, milo.
Larabee Flour Mills Corp., The, mfrs., "Larabee Best."
Logan Bros. Grain Co., receivers and shippers.*
Masters Brokerage Co., H. S., flour, millfeed, grain.
Messendeck Grain Co., consignments.*
Miller Grain Co., S.H., consignments.

KANSAS CITY (Continued)

Moore-Lawless Grain Co., grain receivers.*
Moore-Seaver Grain Co., receivers and shippers.*
Moritz & Co., C., consignments.
Norris Grain Co., grain merchants and exporters.
Parker Corn Co., corn, oats, kafir, milo.*
Roehen Grain Co., E. E., consignments.
Root Grain Co., consignments and futures.*
Scouler Bishop Grain Co., receivers and shippers.*
Shannon Grain Co., consignments.
Simonds, Shields, Lonsdale Grain Co., grain.*
Stevenson Grain Co., buyers and sellers.*
Terminal Elevators, receivers, shippers.*
Twidale-Wright Grain Co., grain commission.*
Thresher Fuller Grain Co., grain commission.*
Western Grain Co., shippers (a specialty).*

KNOXVILLE, TENN.

Davis & Susong Co., hay, grain, feed.*
Levy & Co., R. T., merchandise and grain brokers.
Security Mills & Feed Co., mfrs. of mixed feed.*
Smith & Co., J. Allen, flour, meal, feed.*

LITTLE ROCK, ARK.

Grain Exchange Members.

Cunningham Commission Co., grain, corn products.*
Caple & Stockton, hay, grain, feed.
Cochran Co., H. K., grain dealers.
Daniel Mill & Elevator Co., Joe, grain, hay, feed.
Darragh Company, hay, grain, mixed feeds.*
Davis, S. P., Est. 1893, grain, flour, cottonseed meal.
Farmer Wilson Co., brokers, hay, grain, mill feed.*
Gordy Co., C. L., grain brok., hay, grain, mill feed.
Hayes Grain & Commission Co., dealers in grain, hay.*
Munn Brokerage Co., grain, hay, mill feed.*
Niever Grain Co., George, grain, hay, mill feed.*
Weinmann Milling Co., Grain, hay, mixed feeds.
Wilson Co., John R., grain brokers.

LIMA, O.

Riddle & Co., T. P., hay and grain.

LINCOLN, NEBR.

Grain Exchange Members.

Barstow Grain Co., W. T., recvrs. and shprs. all grs.
Central Granaries Co., wheat, corn, oats, rye barley.
Cummings Grain Co., M. T., grain, seed, millfeed.
Ewart Grain Co., wheat, corn, oats, rye, barley.*
Foster Grain Co., receivers and shippers.
Gooch Milling & Elvtr. Co., flour, feed, macaroni pds.
Lincoln Grain Co., grain merchants.*
Nebraska Corn Mills, meal, pearl hominy, corn, flour.
Paul, John M., grain broker.
Western Feed Dealers Supply Co., hay, gr., millfeeds.
Wright-Leet Grain Co., receivers and shippers.

LOS ANGELES, CALIF.

Pacific Grain & C. S. P. Co., grain & c/s meal.

LOUISVILLE, KY.

Board of Trade Members.

Bingham-Hewett Gr. Co., receivers-shippers of grain.*
Callahan & Sons, receivers and shippers of grain.*
Edinger & Co., grain, hay, flour.
Farmer & Sons, Oscar, hay, grain and feeds.*
Fruehticht, Henry, grain feed, hay.
Kentucky Public Elevator Co., storers and shippers.*
Schuff & Co., A. C., specialty white mlg. corn, wh.
Verhoeff & Co., H., receivers and shippers.*
Zorn & Co., S., receivers and shippers.*

LYNCHBURG, VA.

Moon-Taylor Co., grain and hay brokers.*

MACON, GA.

Dorsett Co., W. C., brokers, grain feed, flour.
National Milling Co., mfrs. mixed feed.
Mott Brokerage Co., hay, grain, flour, feed broker.*

MARSHALL, MO.

Claiborne Commission Co., commission merchants.*

MEMPHIS, TENN.

Merchants Exchange Members.

Anderson, Embrey E., grain, hay, ear corn specialty.*
Brown, Walter M., broker & com., consignments.*
Buxton, E. E., broker and commission merchant.*
Cereal Byproducts Co., everything for mixed feeds.
Clark-Purkle & Co., grain and hay.*
Cook, L. P., receiver and shipper.
Davis & Andrews Co., grain, mixed feed.*
Denyven & Co., brokers and commission.*
Edgar-Morgan Co., mixed feed manufacturers, grain.
Hasenwinkle, H. J., consignments.
Horton & Co., J. B., grain dealers.
International Sugar Feed No. 2 Co., mfrs. swt. mx. fd.
Jones, Lee D., grain dealers.*
Lovitt & Co., L. B., cotton seed and peanut products.
Marks & Anderson, wholesale grain, hay, mixed feed.
Memphis Milling Co., high grade mixed feed.*
National Brokerage Co., flour, grain, feed brokers.*
Mississippi Elevator Co., grain dealers, feed mfrs.*
Nessly Co., J. L., broker, com., alf. meal, molasses.*
Patterson & Co., G. E., mfrs. mixed feed, grain.*
Pease & Dwyer, grain, mixed feed.*
Riverside Elevator & Warehouse, broker & whose'man.
Royal Feed & Milling Co., mixed feed manufacturers.*
Scruggs-Robinson Co., brok. com. mer. consignments.*
Sessum Coal & Grain Co., grain mixed feed.
Tate & Co., J. E., wholesale grain dealers.
U. S. Feed Co., grain, hay, mill feed.*
Wade & Sons, Inc., John, grain, feed, flour.*

MERCER, MO.

Alley, A. A., dealers & broker grain and seeds.
Alley Grain Co., corn, wheat, seeds.*

MERIDIAN, MISS.

Board of Trade Members.

Anderton & Co., W. A., whlse brokers, gr., hay, fd.
Elkin-Henson Grain Co., gr. mxd. fd., hay, ctn. sd. pts.

MERIDIAN, MISS. (Continued)

George Co., The A. H., grain dlrs., mxd. fd. mfrs.*
Gibson Brokerage Co., J. A., grain & mdse. brokers.
Harris, John H., grain and mdse. brokers.
Hayward & Scott, grain brokers & mfrs. agents.
Lyle Grocery Co., The Tom. who. gro., grain & hay.
Lyons & Co., A. J., whlse. gro., grain, feed.
Meridian Grain & Elvtr. Co., gr. dlrs., mxd. fd. mfrs.
Meyer Bros., wholesale groc., grain, feed.
Smith Brokerage Co., grn., gr. pds., hay, ctn., sd. pts.*
Sturges Co., grain dealers, mixed feed mfrs.*
Threefoot Bros. & Co., whlse grain, feed, fr., gro.*
Snowden Com. Co., grain, hay, rice brokers.
Tutt Grain Co., J. B., grain, fd., c/s products dlrs.
Queen City Feed Co., grain, hay, flour, corn meal.
Winner-Klein & Co., whlse gro., grain, feed.

MIDDLETOWN, CONN.

Meech & Stoddard, Inc., grain, feed, hay, flour.*

MILWAUKEE, WIS.

Chamber of Commerce Members.

Racon Co., E. P., grain and seed.*
Bartlett & Son Co., L., grain com. merchants.*
Bell Co., W. M., commission merchants.*
Blanchard Grain Co., grain receivers.*
Blanchard Grain Co., "Always Dependable."*
Ruerger Commission Co., grain and seed.
Cargill Grain Co., grain and seeds.
Donahue-Stratton Co., dlrs. grain and feed.*
Flanley Grain Co., consignments solicited.
Frank-La Budde Grain Co., feeds, grain, hay.
Fraser-Smith Co., commission merchants.
Kamm Company, P. C., grain shippers.*
Mitchell Co., W. C., grain commission.*
Lauer & Co., J. V., grain merchants.
Merriam Commission Co., consignments.
Milwaukee Grain Commission Co., grain commission.
Mitchell Co., W. C., commission merchants.
Mohr-Holstein Commission Co., grain merchants.*
Rang & Co., Henry, commission merchants.
Rankin, M. G., & Co., grain and feed.
Rialto Elvtr. Co., grain receivers and shippers.*
Runkel & Daddum, grain commission merchants.*
Taylor & Bournique Co., grain merchants.*
Thayer & Co., C. H., receivers & shippers.*
Udpike Grain Co., consignments solicited.*

MINNEAPOLIS, MINN.

Chamber of Commerce Members.

Ranner Grain Co., grain receivers.
Benson, Quinn Co., grain commission.*
Cargill Commission Co., grain commission.
Cereal Grading Co., grain merchants.*
Chambers-Mackay Co., screenings & mill feed.
Dalrymple Co., William, grain commission.*
Davies & Co., F. M., grain commission.*
Gee Grain Co., G. E., receivers and shippers.
Getchell-Tanton Co., grain commission.
Godfrey Grain Co., receivers and shippers.*
Gould Grain Co., receivers and shippers.*
Hankinson & Co., H. L., grain commission.
Lewis & Co., Chas. E., consignments.*
Malmquist & Co., C. A., receivers & shippers.
Marfield Grain Co., grain commission.*
McCaull Dinsmore Co., consignments solicited.*
Mitchell Co., W. C., grain commission.*
Poehler Co., H., grain commission.*
Quinn-Shepherdson Co., receivers and shippers.*
Scroggins Grain Co., corn and oats.*
Seidl, Frank J., all grains and feeds.
Sterling Grain Co., receivers and shippers all grains.
Van Dusen-Harrington Co., grain merchants.*
Welch Co., E. L., mill oat & screenings.*
Wernli-Anderson Co., grain commission, screenings.
Woodward Newhouse Co., grain merchants.
Zimmerman, Otto A., barley and oats my specialty.

MOBILE, ALA.

Butler & Clark, mdse., grain, ctn. sd. pds., brokers.
Cleveland Co., Frank, bkrs. & com. merchants.
Hopper & Co., H. M., grain, mldfs., hay brokers.*
King & Co., John R., bkrs., grn., mldfs., hay, beans.
Meador & Co., W. M., mdse. & grain brokers.
Minnis & Co., A. R., bkrs., grain, feed, ctn. sd. pds.
McKinney, W. J., broker.
Suttle, J. L., grain, gr. pds., feed, mdse. broker.*
Turner-Young Grain Co., dlrs., gr., gr. pds., mfrs. fd.
Vass & Co., H. P., mdse. & grain brokers.
Zillak & Schafer Mill Co., grain & gr. pds., feed.
Zimmerman's Co., J., mxd. fd. mfrs., dlrs. grain & hay.

MONTGOMERY, ALA.

Alabama Black Belt Co., gr. bkrs., dlrs. in Ala. pds.
American Mlg. & Feed Co., mfrs. crn. ml., gr. dl., fd.
Browder Bros., grain, feed, flour, mdse. bkrs.
Cody-Craig Co., grain, feed, flour, mdse., brokers.
Hobbie Grocery Co., H. M., opertrs. "Hobbie Elvtr."*
Holland & Co., O. C., mdse. & grain brokers.
Lutz & Co., E. G., bkrs., grain, feed, flour, mdse.
Mitchell & Co., Chas. E., dlrs., hay, grain, cow peas.
Richardson Co., O. A., grain, feed, flour brokers.
Shank & Copeland, bkrs., grain, fd., fr., hay, mill pds.
Smith Brokerage Co., grain, feed, flour, hay.
Winter, Loeb Grocery Co., grain, feed, flour, mdse.

MOULTRIE, GA.

Delay, A. J., flour and grist mill.
Moultrie Mill & Elvtr. Co., grain and feedstuffs.

NASHVILLE, TENN.

Grain Exchange Members.

Allen Grain Co., receivers and shippers.*
Rennett & Co., John C., brokers.*
Crozier & Co., W. H., receivers and shippers.*
Daugherty-Vincent Grain Co., receivers and shippers.*

Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed

NASHVILLE, TENN. (Continued)

Gillette Grain Co., The, operators steel elevator.*
Hale & Sons, J. R., receivers and shippers.*
Hemitage Elvtr. & Warehouse Co., public storage.*
Jones & Co., Chas. D., receivers and shippers.*
Kerr, S. S., receiver and shipper.*
Liberty Mills, flour and feed.*
Mero Mills, Flavo Flour, feeds.*
Nashville Grain & Feed Co., receivers and shippers.*
Nashville Roller Mills, self rising flour mfrs.*
Nashville Warehouse & Elvtr. Co., public storage.*
Neil Shofner Grain Co., receivers and shippers.*
Rex Mill & Feed Co., grain and feeds.*
Tate, W. R., receiver and shipper.*
Tennessee Grain Co., receivers and shippers.*
Tyner & Co., John A., corn, wheat, oats, seeds.*
Wilkes & Co., J. H., grain, flour, feeds.*
Worke & Co., R. H., grain, feed, hay.*

NEWARK, N. J.

Smith & Wallace Co., J. C., receivers, shippers.

NEW CASTLE, PA.

Hamilton Co., grain, feed, flour, hay, potatoes.*

NEW ORLEANS, LA.

Board of Trade Members.

Anderson & Jackson, Inc., exporters of grain.*
Barr, R. J., grain exporter.*
Gibbons, J. T., gr. dealers, mixed fd. mfrs., expts.*
Kaiman Co., Paul R., recvrs., shprs., expts. of grain.
Langenberg Hay & Grain Co., recvrs., shprs. & expts.*
Lunham & Moore, forwarding & freight brokerage.*
Matthews & Bro., Chas. B., grain & grain pdts., brks.*
Matthews Sons, Geo. B., recvrs. & shprs., feed mfrs.*
Milam-Morgan Co., Ltd., recvrs., shprs., mx. fd. mfrs.*
Nathan & Fettes, fwdg. agt. & expt. fght. broker.*
Neumond, Inc., K. & E. dlrs. & expts in feed articles.*
Richeson Co., Inc., W. L., expt. shpg., fgt. bkg. & fg.*
Rodd & Co., Chas. M., gr. brokers & fwdg. agents.*
Rogers, James M., grain brokerage & forwarding.*
Royal Feed & Mfg. Co., mfrs. of mixed feed.*
Thomas Co., James, exporters & forwarders.*
Waterman & Co., J. S., gr. flour & fd. bkrs., fr. jobs.*

NEW YORK CITY.

Produce Exchange Members.

Bolle-Watson Co., Inc., receivers and exporters.*
Brinard Commission Co., consignments.*
Jones & Co., M. B., buyers—quote us.*
Knight & Company, commission merchants.*
Morey, L. A., grain.*
Schwartz & Co., B. F., commission merchants.*
Therrien, A. F., broker.*

NORFOLK, VA.

Moon-Taylor Co., grain and hay brokers.*

OKLAHOMA CITY, OKLA.

Grain Exchange Members.

Bennett & Co., Jas. E., gr. stocks, cotton, provisions.*
Cherokee Grain Co., grain merchants.*
Conyers Grain Co., grain merchants.*
Coyte Co., The W. H., c/s pdts., grain, hay.*
Dustin Grain Co., grain, feed, seeds.*
Lang Grain Co., J. H., prompt and efficient service.*
Langenberg Bros. Grain Co., grain merchants.*
Maney Export Co., grain merchants.*
Marshall Grain Co., grain, feed, seeds.*
Oklahoma Export Co., grain commission.*
Okla. City M. & E. Co., grain merchants, millers.*
Rutledge Grain Co., commission merchants.*
Perkins Grain Co., W. L., commission merchants.*
Polson & Co., C. A., commission merchants.*
Stinnett Grain Co., grain merchants.*
Stowers Grain Co., W. B., commission merchants.*

OMAHA, NEBR.

Grain Exchange Members.

Adams-Reitz Grain Co., consignments.*
Butler Welsh Grain Co., grain merchants.*
Carlisle Grain Co., S. S., consignments.*
Cope & Kearney, grain commission.*
Crowell Elevator Co., receivers, shippers.*
Holmquist Elevator Co., grain, feed, and shippers.*
Kern Co., brokers and commission merchants.*
Leopold-Briggs Grain Co., conscientious service.*
Maney Grain Co., The, consignments.*
Merriam Commission Co., consignments.*
Miller Wilson Grain Co., receivers and shippers.*
Oswald Delaney Grain Co., consignments.*
Roberts Grain Co., Geo. A., grain merchants.*
Rothschild Grain Co., corn and oats.*
Stockham Grain Co., E., commission merchants.*
Taylor Grain Co., brokers.*
Trans-Mississippi Grain Co., receivers and shippers.*
United Grain Co., grain commission.*
Uplike Grain Co., consignments.*

PALATKA, FLA.

Birdsey Commission Co., mdse. and grain brokers.

PARIS, ILL.

McCordle-Black Co., grain commission merchants.

PEORIA, ILL.

Board of Trade Members.

Bartlett Co., S. C., grain commission.*
Cole Grain Co., Geo. W., receivers and shippers.*
Conover Grain Co., E. B., grain commission.*
Dewey & Sons, W. W., grain commission.*
Feltman Grain Co., C. H., grain commission.*
Luke Grain Co., grain commission.*
McFadden & Co., G. C., consignments.*
McCreery & Son, J. A., wheat, corn, oats.*
Miles, P. B. & C. O., grain commission.*
Mueller Grain Co., receivers and shippers.*
Slick, L. E., consignments solicited.

PEORIA, ILL. (Continued)

Turner Hudnut Co., receivers and shippers.*
Tying Grain Co., commission merchants.*
Worth-Gyles Grain Co., grain commission.

PENSACOLA, FLA.

Bonacker Bros., pkrs., gr., hay, feed, flr. c/s pdts.*
Consolidated Grocery Co., whsle gro., grain, produce.*
Gonzales Co., The M. F., gr., hay, feed, mfrs. crn. ml.
Jones & Co., B., grain, hay, flr., mill feed brokers.*
Meador & Co., W. M., mdse. & grain brokers.*
Wageningen Co., The I. E., bkrs. mdse., gr., shorts, bn.
Wolf, I., mdse., grain, feed broker.*

PHILADELPHIA, PA.

Commercial Exchange Members.

Delp Grain Co., E. E., grain and millfeeds.*
Dunwoody Co., Ezl., flour, grain, feed.*
Lemont & Son, E. K., wheat, corn, oats, flour, feed.*
Miller & Sons, L. F., grain, seeds, hay.*
Richardson Bros., grain, flour, millfeeds.*
Richardson, Geo. M., grain and feeds.*
Rogers & Co., E. L., hay, straw, grain, feed.*
Stifes, A. Judson, grain & millfeed.*
Young & Co., S. H., wheat, corn, oats.*

PITTSBURGH, PA.

Members Grain and Hay Exchange.

Allen & Co., H. S., grain & hay.*
Elwood & Co., R. D., hay and grain.*
Foster Co., C. A., grain merchants.*
Geidel & Leubin, grain and hay.*
Hardman & Heck, grain, hay, millfeed.*
Harper Grain Co., corn a specialty.*
Heck & Co., W. F., grain, hay, millfeed.*
Herb Bros. & Martin, grain and hay.*
McCaffrey & Sons, Daniel, hay & grain.*
McCague, R. S., grain, hay.*
Rogers & Co., Geo. E., grain & hay.*
Smith & Co., J. W., grain merchants.*
Walton Co., Samuel, grain and hay.*
Young & Fisher, brokerage and commission.*

PONTIAC, ILL.

Balbach, Paul A., grain buyer, all markets.

PORTLAND, MAINE.

Casco Grain Co., wholesale, grain & feed.*
Doten Grain Co., The, grain, feed, flour.*
Maine Grain Co., grain, feed and flour.*
Paris Flouring Co., flour, grain and feed.*

PORTLAND, ORE.

Kerr, Gifford & Co., Inc., grain exporters.*
Northern Grain & Warehouse Co., grain exporters.*
Pacific Coast Elevator Co., grain.*
Pacific Grain Co., grain exporters.*
Tri-State Terminal Co., general grain and bags.*

PUEBLO, COLO.

McClelland Mc'l I. & R. Co., grain hay, and feed.*

RICHMOND, VA.

Grain Exchange Members.

Beveridge & Co., S. T., grain, hay, feeds, seeds.*

ROME, GA.

Childsey, Jas. B., grain, hay and feed broker.*

White Brokerage Co., grain, hay, flour.

ROCHESTER, N. Y.

Dailey Bros., Inc., receivers and shippers.

SAGINAW, MICH.

Smith-Connor Hay & Grain Co., hay and grain

SALT LAKE CITY, UTAH.

Utah-Idaho Bkg. Co., whsle grain, hay, flour, feed*

SAVANNAH, GA.

Manuey, J. E., whsle feed & grain broker.

Moore & Co., grain, hay, cottonseed pdts.

SEATTLE, WASH.

Fairbanks & Co., F. M., grain and feed.*
Illy Co., The Chas. H., seed merchants.*
Webster & Co., E. A., grain commission, oriental seeds.*

SELMA, ALA.

Baker, A. E., mdse., grain, feed, flour broker.*
Campbell & Co., McD., brokers gr., flr., mdx. fd., hay.*
Crandell, H. F., merchandise & grain broker.*
Hooper, Son & Coleman, mdse., grain, flour brokers.*
Ross, Rivers F., flour, feed & grain broker.*

ST. JOSEPH, MO.

Grain Exchange Members.

A. J. Elevator Co., buyers and shippers.*
Gordon-Watts Grain Co., grain dealers & brokers.*
Great Western Grain Co., buyers and sellers.*
Aunt Jemima Mills Co., A. J., hominy feed.*
Marshall Hall Grain Co., consignments solicited.*
Sloan-Neldorp Grain Co., consignments.*
St. Joseph Hay & Grain Co., grain merchants.*

ST. LOUIS, MO.

Merchants Exchange Members.

Annan Burg G. & M. Co., flour, grain, millfeed.*
Ballard-Messmore Grain Co., recvrs. grain, hay, seeds.*
Bushfield Grain Co., receivers and shippers.*
Claiborne Commission Co., commission merchants.*
Dreyer Commission Co., feeding stuffs, grain, seeds.*
Elmore Schultz Gr. Co., receivers and shippers grain.*
Goffe & Carkner Co., grain commission.*
Graham & Martin Grain Co., grain commission.*
Ichtertz & Watson, grain, seeds and hay.*
Marshall Hall Grain Co., grain commissions.*
Langenberg Bros. Grain Co., grain commission.*
Morton & Co., grain commission.*
Nanson Commission Co., grain commission.*

ST. LOUIS, MO. (Continued).

Picker & Beardsley Com. Co., grain and grass seed.*
Powell & O'Rourke, corn a specialty.*
Thurnau Grain & Feed Co., Arnold A., grn., fd., scrngs.*
Toberman, Mackey & Co., grain, hay, seeds.*
Turner Grain Co., grain commission.

SEDALIA, MO.

Claiborne Commission Co., commission merchants.*

SIoux CITY, IOWA.

Board of Trade Members.

Button Co., L. C., grain commission.*
Bailey, Walter H., grain merchants.*
Godfrey Grain Co., receivers and shippers.*
McCaull Dinsmore Co., commission.*
Morris Grain Co., brokers.*
Rumsey & Co., receivers of consignments.*
Terminal Grain Corp., receivers and shippers.*
Warwick Grain Co., consignments solicited.*
Western Terminal Elevator Co., receivers and shippers.*

SPRINGFIELD, MO.

Claiborne Commission Co., commission merchants.*

STERLING, COLO.

Eller Grain Co., grain, hay, feed.

Moritz Grain Co., C., wholesale grain.

TALLEDEGA, ALA.

Farmers Ex. & Elvtr. Co., grain, feed, mfrs. corn meal.

TAMPA, FLA.

Bonacker Bros., brokers, grain, hay, feed, flour.*
Harman & Hulsey, grain, hay, millfeed brokers.*
Hart & Co., E. H., grain & feedingstuffs broker.*
Miller-Jackson Grain Co., grain & feed dealers.*
Spence Brokerage Co., grain, feed, alf. meal, hay.*
Tampa Brokerage Co., grain, hay, flour, feedstuffs.*
Quinby, Edmund B., mdse. & feedstuffs broker.*

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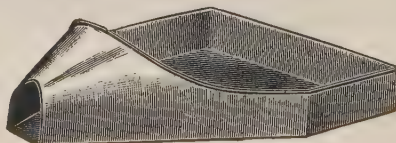
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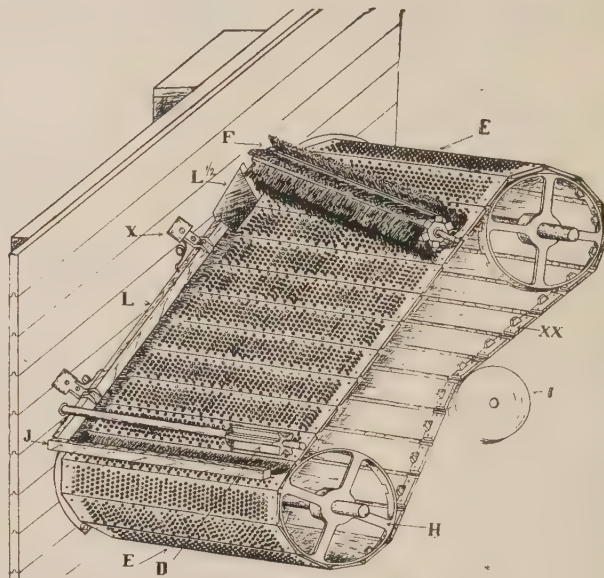
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- A is for Loss of Weight in Transit Claims.
- B—Loss in Market Value Due to Delay in Transit.
- C—Loss in Quality Due to Delay in Transit.
- D—Loss in Market Value Due to Delay in Furnishing Cars.
- E—Overcharge in Freight or Weight.

Forms A, B, C, D and E are well bound in three books, as follows:

411-A contains 100 sets all Form A. Price, \$2.00
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411-5 contains 60 sets Form A, 10 Form B, 10 Form C, 10 Form D and 10 Form E. Price \$2.00.

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305 South La Salle Street

CHICAGO, ILL.



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"HELICOID" Screw Conveyor

The flight is rolled from one strip of metal and is given its permanent form by the rolling process. Mounted on larger and stronger pipe than sectional flight conveyor. Interchangeable with sectional flight conveyor.

Standard sizes 3-inch to 16-inch diameter and standard lengths carried in stock.

"Helicoid" is the most efficient conveyor for handling grain and is used exclusively by some of the largest houses in the country.

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Chicago, Ill., 17th St. and Western Ave.

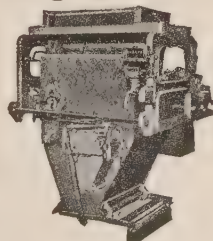
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Self-adjusting and Self-operating

Built to conform to specifications laid down by Interstate Commerce Commission



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Passaic, N. J.

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Form 24. An indexed shipping ledger for keeping perfect record of the shipments of 5,000 cars. Facing pages are given to each firm to whom you ship and name indexed. The pages are 10½x15½ inches, used double.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$3.25.

GRAIN DEALERS JOURNAL

305 So. La Salle Street

CHICAGO, ILL.

WARNING

All users of Dust Collectors in the United States are hereby notified that the right to the patent on the long-cone dust collector has been awarded to Mr. Robert L. Bobbitt, of Wichita, Kansas, and the said patent will issue on the 5th of October, 1920, to the undersigned company as assignee, Mr. Bobbitt's application for a patent was filed in November, 1914, and thereafter was placed in interference with an application of one F. A. Wegner. The ensuing litigation extended over several years and Mr. Bobbitt successfully established his right to the invention before the Examiner of Interferences, the Board of Examiners in Chief and the Commissioner of Patents. Wegner made his final appeal to the Court of Appeals of the District of Columbia, but the case was there abandoned by him, or those backing him, and the final award, as stated, made to Mr. Bobbitt. We are aware that during the time Mr. Bobbitt was being deprived of the fruits of his invention by the course of the above litigation, Wegner had succeeded, either directly, or through others whom he had induced to become interested with him, in installing a relatively large number of these dust collectors. We are also aware that certain other concerns and individuals have undertaken to make and market these dust collectors. **To all such, and to all unauthorized users of the Bobbitt, or long-cone type, of dust collector,** we give further notice that, beginning October 5, 1920, every person, firm, or corporation manufacturing the above type of dust collector without license from us will be guilty of infringement. Every person, firm or corporation who, after October 5, 1920, sells, purchases or USES these dust collectors so made without our authority or license, will be guilty of infringement; and we shall promptly institute suit against all infringers of this patent.

All who have heretofore purchased these dust collectors from Wegner, or from any other person or concern, other than Mr. Bobbitt, and many of whom acted innocently in doing so, will be given an opportunity to settle with us on terms which we will make exceedingly reasonable; failing to make such settlement they will be classed as infringers in the continued use of the unauthorized machines and proceeded against accordingly.

BOBBITT DUST COLLECTOR CO.

F. S. Larabee, President,
305 Security Building,
Kansas City, Mo.

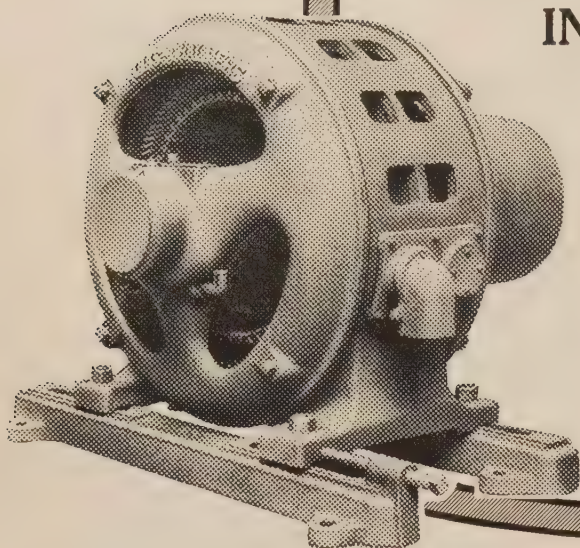
Bruce S. Elliott, Counsel,
Bank of Commerce Bldg.
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Their Superior Design
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assure "Service".

Built for belt drive, direct
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gear drive for slow speeds.

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PUT it to any test you wish.
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Notice the Uniformity of Product, quick
adjustment, accessibility, and you will
agree that the "BAUER ATTRITION
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to modernize your plant so it will minimize
your labor and increase your profits? Is it here?

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| Account Books | Gravity Cleaner |
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| Belting | Oat Clipper |
| Boots | Painting or Repairing |
| Buckets | Portable Elevator |
| Car Liners | Power { Gas Engine |
| Car Loader | Kerosene Engine |
| Car Mover | Motors |
| Car Puller | Power Shovel |
| Car Seals | Renewable Fuse |
| Cleaner | Rolls for Cracking Corn |
| Clover Huller | Sample Envelopes |
| Coal Conveyor | Scales |
| Conveying Machinery | Scarifying Machine |
| Distributor | Self Contained Flour Mill |
| Dockage Tester | Separator |
| Dump { Auto Truck | Sheller |
| Wagon | Sieves |
| Dump Controller | Siding-Roofing { Asbestos |
| Dust Collector | Steel |
| Elevator Leg | Silent Chain Drive |
| Elevator Paint | Spouting |
| Feed Mill | Storage Tanks |
| Fire Barrels | Testing Apparatus |
| Grain Driers | Transmission Machinery |
| Grain Tables | Transmission Rope |

or anything used in a grain elevator.

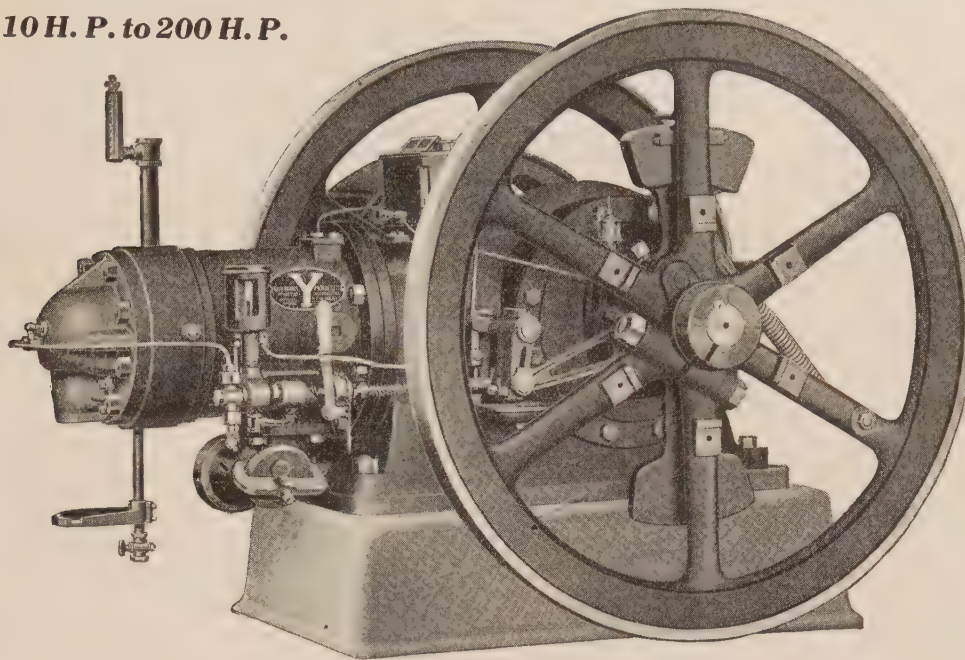
Draw a line through the supplies wanted, and write
us regarding your contemplated improvements or
changes. We will place you in communication with
reputable firms specializing in what you need, to
the end that you will receive information regarding
the latest and best.

INFORMATION BURO

Grain Dealers Journal, 305 So. La Salle St., Chicago

Fairbanks - Morse "Y" Oil Engines

10 H. P. to 200 H. P.



"It Hasn't Missed an Explosion Since Starting—"

Says an Enthusiastic Miller About His "Y" Engine:

"It's the smoothest running Engine I ever saw. Uses less fuel than the other engine I had and it has twice the power. I can grind thirty sacks per hour without being short of power."

The best boosters of the "Y" Engine have had experience with other power plants—therefore their endorsement is based on comparison of operating efficiency and actual fuel economy.

The "Y" Engine is backed by thousands of successful performance records—is simple—strong and rugged—all features that assure continuous service. Put a proven power plant in your mill or elevator.



Fairbanks, Morse & Co.

MANUFACTURERS CHICAGO

Oil Engines - Pumps - Electric Motors and Generators - Fairbanks Scales - Railway Appliances - Farm Power Machinery

Supply Trade

FORT COLLINS, COLO.—E. H. Grothe of the J. C. Burrell Co. is just recovering from an attack of typhoid fever. He will be able to resume work in a few weeks.

TOLEDO, O.—On account of its increasing business the O. W. Randolph Co. has found it necessary to operate its plant at night. Nine Randolph driers will be shipped this month.

AKRON, O.—The B. F. Goodrich Co. has registered the word "Elevay" as the trademark No. 131,959 for use on elevator belts made of fabric combined with rubber.

DES MOINES, IA.—The Globe Machinery & Supply Co. reports many orders for Globe Dumps. The recent sales reported indicate that elevator operators in all sections of the country are fast realizing the need of improved truck dumping facilities.

PORTLAND, ORE.—Chas. A. Barnard, son of the senior member and founder of the Barnard & Leas Mfg. Co., died recently at Prosser, Wash. Mr. Barnard was one of the best known mill machinery men in the Pacific Northwest, having represented, for many years, the Bauer Bros. Co. and the Wolf Co. in that territory.

MAROA, ILL.—The following have recently installed Boss Air Car Loaders: Hickman & Keller, Corydon, Ind.; Shirley Bros., Mill Grove, Ind.; Zobisch Grain Co., Butler and Geary, Okla.; J. J. McAnaw, Walters, Okla.; Gibbons Elevator Co., Purcell, Okla.; H. H. Wegner, Walters, Okla.; Berry Grain Co., Burnside, Tex.; C. W. Robinson, Silver Creek, O.; Farmers Grain Co., Midland City, Ill.; Kirk & Co., Bondville, Ill.

WASHINGTON, D. C.—On Sept. 24 the Interstate Commerce Commission approved further increases in express rates averaging 13.5%. This makes a total increase of 26% granted the express companies within the last few months. They shud be reduced.

AKRON, O.—The B. F. Goodrich company has laid off about 4,000 of its 29,000 operatives and is running three-hour shifts five days a week. Although total production has been somewhat curtailed, the present force is working under a new system which has increased output per man and is more satisfactory to both employees and company. The plan provides for "pooled" operations by various departments and payment is made on the basis of a certain volume of production, shared in proportionately by the various members of each department. If 80 men in one group can deliver as much compound as 100 men in another group, the members of the first gang will receive individually more money than those of the second. This increases personal efficiency, for the men themselves see that no one shirks.

LUMBER PRICES f.o.b. mill recently have ranged as follows: southern pine No. 2 common, 1x6 flooring, \$38; ceiling, 5/8x4, \$32; drop siding, No. 116, \$42.50; boards, 1x6, 8 to 20 ft., \$35; structural timbers, 6x12 to 8x12, 10 to 20 ft. long, \$47, per thousand feet board measure. Douglas fir, flooring, No. 2 or better, flat grain, 1x6, in lengths 10 to 20 ft., \$57; 5/8x4 ceiling, \$53; drop siding, No. 106, 1x6, \$56; boards, 6 to 20 ft., 1x6, \$28.50; structural timber, rough, 6x12 to 8x12, \$31; smooth four sides, \$33, 32 ft. and under. Galvanized corrugated sheets are quoted at \$5.75 to \$9.55 by the Iron Trade Review, f.o.b. Pittsburgh, per 100 lbs. The managing director of the American Wholesale Lumber Ass'n said recently: "Lumber is the most commonly used building material and other materials such as cement,

brick and steel also will have to come down. Contractors have complained that concrete work is so expensive because of the high price of lumber for building forms. We have reduced such lumber about 30 per cent, so concrete work must necessarily be cheaper."

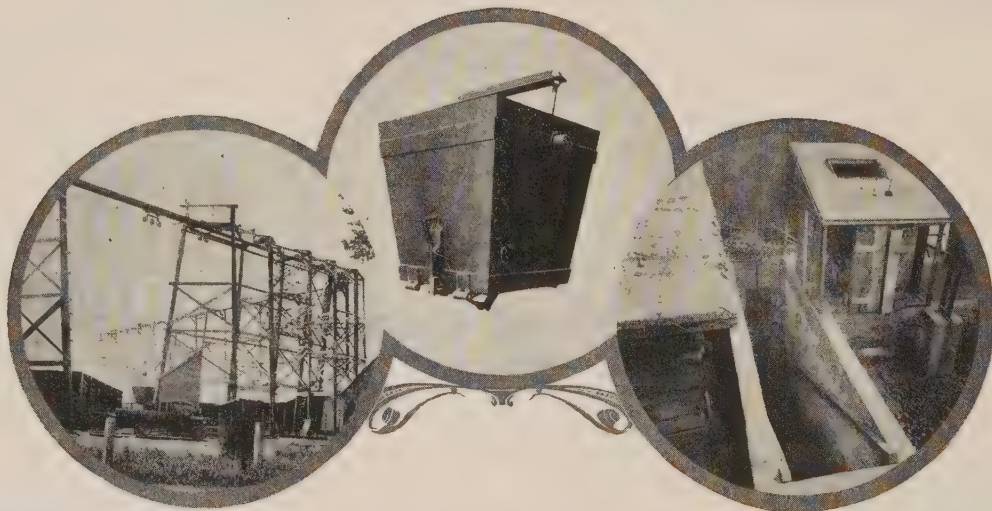
SHIPOWNERS and operators have been advised by the United States Shipping Board that they would be exempt from payment of war taxes and excess profits taxes if they would put the amounts of the taxes into ships.

Dust Collector Patent Right Decided.

Following extended litigation and proceedings before the Commissioner of Patents the interference between Robert L. Bobbitt of Wichita, Kan., and F. A. Wegner, has been decided in favor of Mr. Bobbitt, to whom a patent will be issued Oct. 5, 1920, on the long cone dust collector, found in some grain elevators, many feed mills and in nearly all the flour mills built during the past few years.

Bobbitt made the first long cone metal dust collector in 1908, and while continuing its manufacture and sale in a small way ever since, filed application for a patent in 1912 and 1914, when F. A. Wegner filed an interference. Probably 12 or 15 other firms have been manufacturing and selling the Bobbitt collector, and many millers who have been unwitting infringers will be called upon by the Bobbitt Dust Collector Co. to pay for the use of the patent.

The company is a co-partnership, with Frank S. Larabee of the Larabee Flour Mills Corporation as pres., and F. D. Stevens as general manager. Mr. Bobbitt was a poor man and the Larabees advanced the cost of defending the case. Their judgment was vindicated when Bobbitt won in every court.



MORE COAL AT LOWER COST

TO OWNERS OF THE

Godfrey System

Wherever you see a Godfrey Conveyor you see a Company that is mechanically unloading and storing coal, grain and similar materials at an average power and labor cost of 5 to 7 cents per ton.

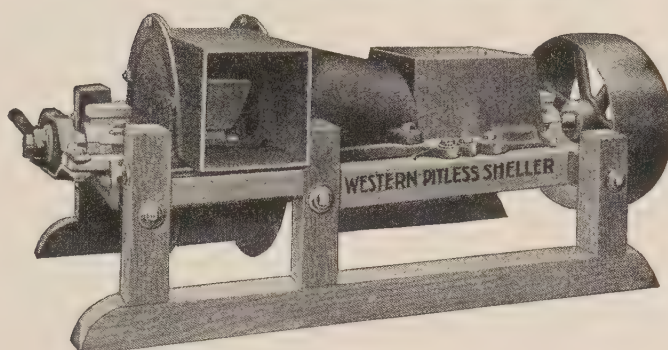
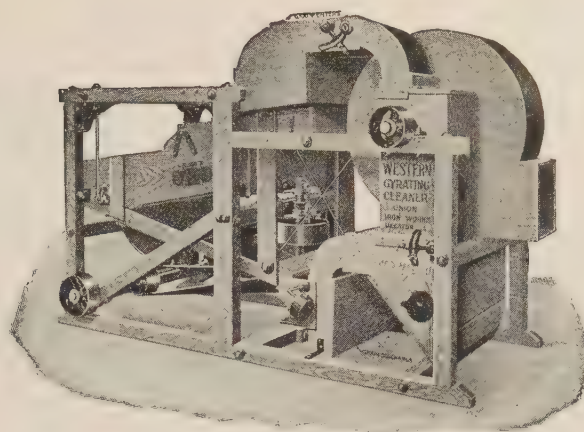
By substituting a Grab hook for the one ton conveying

bucket, the same system can be adopted for the handling of lumber, heavy timbers and other commodities.

This indispensable service produces savings sufficient to pay for a Godfrey Conveyor in a remarkably short time.

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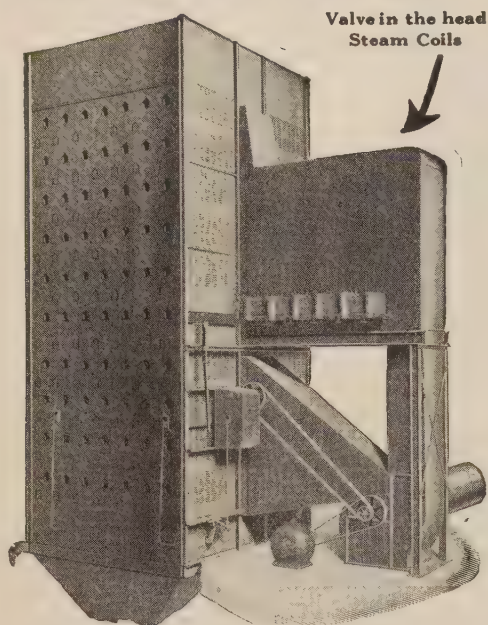
ELEVATOR MACHINERY

The "Western Line" comprises everything needed to make an Elevator efficient and successful. We manufacture all necessary equipment, and anticipate fully the requirements of the trade. If your plant is fitted with "Western" machinery there is little fear of difficulty, but whenever things go wrong this is the house to supply you. We employ a large force of expert engineers and have spent a lifetime studying the needs of Elevator requirements. All our facilities are at your disposal.

Forty years of continuous service and satisfaction have given the "Western" line a reputation for reliability and performance that to us is as good as a copyright. Whenever equipment is wanted in a hurry we are at our best, and if you've the slightest idea of remodeling or repairing, get in touch with us at once. You should have our new catalog for quick references, and always think "Western" when in need of any elevator equipment.

UNION IRON WORKS, Decatur, Ill.

MORRIS GRAIN DRIERS



"MORRIS DRIED SAME AS SUN DRIED"

**BE PREPARED
BUY AN AUTOMATIC MORRIS**

You will use it every year.

AUTOMATIC and SELF CONTAINED

Requiring no special Building Construction. The Automatic feature eliminates an attendant. This is the simplest, most positive and uniform drier made. Write for detailed information and you will BUY A MORRIS if you buy a Drier.

**We Also Offer a Complete Line of
Direct Heat Driers**

THE STRONG-SCOTT MFG. COMPANY

"Everything for Every Mill and Elevator"

GREAT FALLS

SPOKANE

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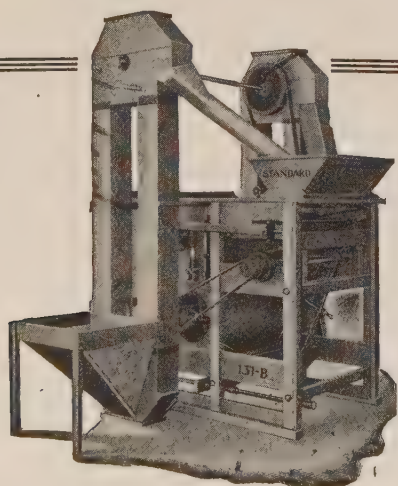
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The Progressive Grain Dealer is interested in the cleaner that will effectually do his work with the least trouble and expense. In the

STANDARD

you have embodied simplicity, economy and completeness. Write for our catalogue giving full particulars.

The International Mfg. Company
CRESTLINE, OHIO



**"Standard" Steel
Elevator
Legging**

We manufacture 8 types of elevator legging as well as elevator heads, boots, buckets and other steel and galvanized iron mill equipment.

Types of Legs

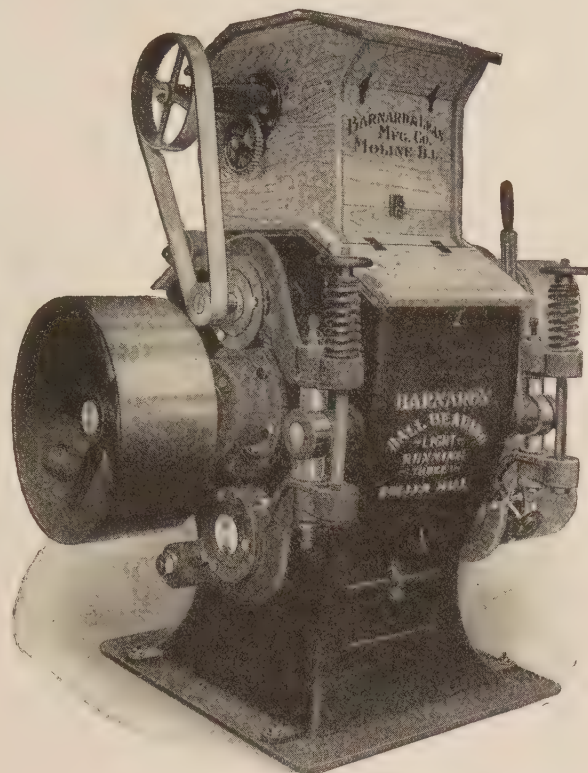
- 2 or 4-flanged corners.
- 2 or 4-angle ironed corners.
- Dust-tight with backs double flanged over sides—riveted.
- With flanged and riveted back.
- Dust-tight flanged back with no bolts or rivets.

Write for quotations on any steel or galvanized iron mill or elevator equipments.

Standard Steel Works

Successor to The Ell-Kay Mfg. Co.
1726 Tracy, St. Kansas City, Mo.





Barnard- Moline B-B Light-Running Three-Roller Feed Mill

Most Profitably Operated

This feed mill is considered by its hundreds of users, to be the most profitable to operate, because of it being light running, it requires less power and oil. This saving has been accomplished by the use of ball bearings.

Although we especially recommend this machine for the coarser work of grinding coarse corn meal and chop feed, it is also splendidly adapted for grinding barley, wheat for graham, rye and other small grains. This machine has very large capacity considering the length of rolls, and is equipped with a roll feeder, which is easily set and adjusted and feeds a steady even stream to the rolls. All other adjustments are simple, efficient and first class, and the grinding is easily controlled.

Write today for Special Bulletin No. G-5

"We have everything for Elevator and Feed Mill from pit to cupola. Write us your wants."

BARNARD & LEAS MFG. CO.

MILL BUILDERS AND

MILL FURNISHERS

ESTABLISHED 1860. MOLINE, ILLINOIS, U.S.A.

THE BEALL SEPARATOR

A splendidly balanced, smooth-running machine that pays a good profit wherever used, cleaning grain evenly and thoroughly with two independent fans.

Beall
THE MARK OF QUALITY

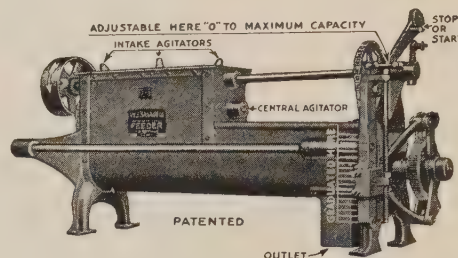
The air system is as perfect as modern ingenuity can make it. Never any disappointment. Send for Catalog giving full working particulars and complete details.

Beall Improvements Co.
Decatur, Illinois

FEED MEN:

Efficiency of Operation determines your profits.

GAUNTT gives greater efficiency, therefore, greater profits.



**If You Have Feeder Troubles
Install the GAUNTT and
Forget Them**

W. J. SAVAGE CO., Inc., Knoxville, Tenn.

NOTE—We build complete feed plants and furnish plans.

Humphrey Service Belt Elevator

Installed in 1888 is today giving 100% service in modern flour mill after having gone through

32 YEARS' DAY AND NIGHT SERVICE

The Humphrey Endless Belt Route is a comfortable and quick means of transportation from floor to floor.

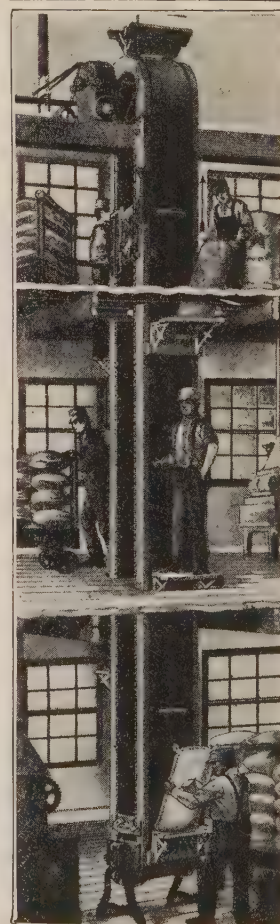
NO MORE STAIRS TO CLIMB

Thereby saving the energy of your men for useful work, and insuring more work in the time formerly wasted climbing stairs. No mill or elevator of 3 floors or more is complete without a Humphrey. Your competitor may be cutting down his overhead with one.

Send for Bulletin G 2

If not made by Humphrey Elevator Co., it's not a genuine "Humphrey."

Humphrey Elevator Co.
Sole Manufacturers
FARIBAULT :: MINN.



Grain Carriers.

[Concluded from page 599.]

THE EMBARGO against the shipment of grain to New Orleans, La., has been lifted entirely and from now on all grain can move to that port without restriction.

ABSORPTION of terminal charges at Galveston, Tex. will be the subject of a hearing before the Interstate Commerce Commission at Galveston, Tex., on Sept. 29.

THE MINNEAPOLIS-ST. PAUL car service com'te in a recent report to the American Railroad Ass'n announced that since the farmers were holding grain for higher prices there would be demand for cars in excess of the supply in the next few weeks.

CARRIERS' ECONOMICAL policies are shown by the large amount of work set on foot in the repair of tracks, cars, and locomotives. Steel companies are getting track supply orders and car and locomotive works are busy on old rolling stock, but new rail and equipment orders wait.—*Iron Age*.

TO ASSESS a switching charge of \$2 in addition to the joint rate, while not making a similar charge at other milling points, is without justification, ruled the Interstate Commerce Commission in the complaint by the Strasburg Steam Flouring Mills, Strasburg, Va., against the Southern Railway.

RUPERT, IDA.—The Rupert Milling Co. recently complained to the Interstate Commerce Commission that the rates on alfalfa meal from Rupert to various central and mid western states should be reduced. In dismissing the complaint the commission stated that the complainant was lacking in proof to support his allegations.

WHEN the piecework system was abolished under government control production in railroad work decreased 50 per cent, testified E. W. Pratt, superintendent of motive power of the Chicago & Northwestern Ry., at a wage hearing Sept. 24 before Judge Alshuler at Chicago. He said the piecework system has again been adopted.

A TERRITORIAL MAP distributed by the Federal Grain Co. of Kansas City, Mo., graphically shows how the increase in freight rates affects the various sections of the country. Along with the map is a supplement giving suggestions to shippers on the loading of cars. The Federal Grain Co. will be glad to furnish this map to any grain dealer or miller upon request.

NORTH DAKOTA carriers have been ordered by the North Dakota Supreme Court to stop charging increased rates on intrastate traffic. The court based its rulings on the fact that the North Dakota Railroad Commission did not legally grant the increase in rates because the minutes of the Commission show no action taken by that body. The court also ordered that any increased rates already collected should be rebated. On Aug. 26 the commission sec'y authorized carriers to increase freight rates 35% and passenger rates 20%. The court did not consider the sufficiency of the rates in the trial. Carriers intend to make another request for the increased rates. Three of the members have filed affidavits in which they state that the commission had agreed on the increase.

FREIGHT MOVED in the four weeks ending Aug. 28 was greater than the freight moved in any other four weeks of the present year but the amount of freight demanding movement was so great that the car shortage actually increased. The requisitions for cars made by the shippers of the United States in the week ending Sept. 4, exceeded by 146,000 the number that the railways could supply, as compared with 137,200 two weeks before. The fact that in spite of the increase in the amount of freight handled, there was also an increase of the excess of orders for cars over the number that could be supplied demonstrates that there had been no slackening in general production.—*Railway Age*.

CARRIERS will be receiving cars in a short time and will have no means to make payment for them. Reason given for this is that the Interstate Commerce Commission disapproves of any financing that will cost the roads more than a net 7%. A settlement is expected between the carriers and the car builders whereby the builders will hold rail securities in their vaults until the carriers can get their money.

C. H. MARKHAM, pres. of the Illinois Central, in reply to charge of D. O. Thompson, sec'y of the Ill. Agri. Ass'n, says that as far as the I. C. is concerned prompt movement of cars is being accomplished. Mr. Markham says the shippers cause many delays in freight car movement by their failure to promptly load and unload cars. Mr. Thompson had alleged that there was no freight car shortage in Illinois and claimed that cars were remaining idle at the Illinois stations many days at a time.

CARRIERS operating between Minneapolis, St. Paul and Duluth have asked the Interstate Commerce Commission to allow them more than 5.5c per hundred lbs. as their share on grain products shipped to New York over the Great Lakes via the Great Lakes Transportation Co. In their claim they state that the rate of 5.5c does not cover the cost of the service let alone pay a return on their property. They ask that the division of rates in effect at the close of navigation in 1919, whereby the northwest carriers received 23.5% of the transportation charge be made effective because the transportation act continued all divisions in effect at the time of its passage. Rail carriers claim that prior to government control all rates in effect at the close of navigation were the rates in effect when navigation opened. The lake carrier will not recognize the old division.

FEELINGS of southern grain firms over the new freight rates effective in the south on Oct. 1 is clearly shown in the following letter from a dealer who has been forced out of Memphis by the new rate: I am at present at my home city, Owensboro, Ky., but am expecting to locate at Evansville, Ind., and will do business under the same name used in Memphis, Tenn., the Southern Grain Co. The reason for the removal of the business from Memphis was on account of the 100% increase in freight rates ordered by the Interstate Commerce Commission effective Oct. 1. This increase is in addition to the general increase of 25% in rates over the south. The 100% increase above mentioned is applied to Memphis only because Memphis has not made sufficient use of the Mississippi River. It appears to be a most unjust discrimination against Memphis because the same excuse could be applied to all other river cities.—Southern Grain Co., by W. R. Stout.

Summary of Grain Carriers.

A summary of the condition of various grain carrying railways for the week ending Sept. 25 follows:

C. M. & St. P.—Total cars loaded 10% less than a year ago. Grain moved a little less freely being 9% under last year.

C. & N. W.—Loading reports indicate traffic 10 to 12% less than a year ago. Grain shipments fell off 13%.

I. C.—Traffic in general 10% over a year ago. Grain loadings were over 20% more than last year. Altho a greater number of cars are needed for grain the general situation is greatly relieved.

C. R. I. & P.—Grain movement was 21% under the corresponding week a year ago. Flour and other mill product movement decreased 30%.

A. T. & S. F.—Grain deliveries show an increase of 32% over the same period a year ago. Total loadings all commodities for the week were 3% less. Cars loaded on the Santa Fe lines or received loaded from other lines from Jan. 1 to Aug. 31 amounted to

1,074,264 cars; compared with 859,562 cars in the same months in 1919 and 956,031 cars in 1918. This remarkable movement was attained in spite of the fact that on Sept. 15 there were 41,259 covered Santa Fe cars on foreign lines and only 20,578 foreign line cars on the Santa Fe. Officials give the co-operation of the shippers and the good work of the employees as the reason for this 11% increase in traffic with fewer cars.

Traffic League to Sue for Settlement of Unpaid Railroad Claims.

The United States Railroad Administration in its policy of refusing to pay reparation claims after awards have been made was the subject of a meeting of the executive com'te of the National Industrial Traffic Ass'n in June.

According to executive sec'y of the league, J. H. Beek, the com'te has given the subject careful consideration. It has found that a large number of hearings had been held and awards made. In some cases these awards were paid and in other cases they have been refused.

The com'te has been anxious to establish definitely the rights of claimants by a Federal Court Decision.

At a meeting of the com'te at Chicago it was decided to bring suit in the name of the National Industrial Traffic League in behalf of the members who desire to become parties to the litigation.

Mr. Beek states that it has been suggested that the cost of the court action be divided pro-rata among the parties of the suit in proportion to the amount of claims.

Pennsylvania Lines Abolish Tipping for Cars.

The Pennsylvania System in a recently published statement announces that a campaign to break up the wrongful practice of bribing for cars has been started by that road.

The statement explains that in all instances where bribing or tipping for cars has been proven, the guilty employees have been dismissed from service.

Officers of the Pennsylvania System have been instructed to ask shippers along the Pennsylvania Lines to co-operate in arousing public sentiment against attempts of any kind to corrupt railroad employees in the performance of their duty.

Officers have been particularly instructed to call the attention of the shipper to the fact that obtaining cars by means of bribes does not in any way increase the total car supply but merely works injustice to those who observe the letter and the spirit of the law.

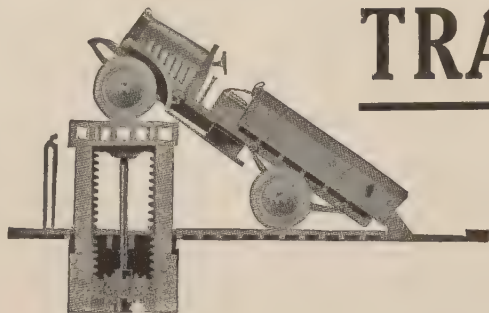
Shippers are also urged to report to the railroad company, without delay, any cases of employees indicating willingness to accept pay for unfair car distribution. It is anticipated that such action by the management will have the effect of bringing the unfair practice into such public disrepute as to render its continuance impossible.

Perhaps the Pennsylvania feels with 14% more men now doing 11% less work for more money, that the employees should get along without bleeding the poor shipper who wants and needs a car.

What this carrier says is all well and good. But nothing is said about the shipper who does the tipping and makes it hard for the honest dealer to get cars.

The Pennsylvania should recognize the fact that the shipper who does the tipping is just as much a criminal as is the employee who takes the tip.

Could a system be started that would penalize the shipper found guilty of tipping so that he could not get cars, tipping for a service that is now doubly expensive would soon be a thing of the past.



TRAPP TRUCK DUMPS

Are in Use Now in all the wheat raising sections of the country, and they are giving the best of service and perfect satisfaction everywhere.

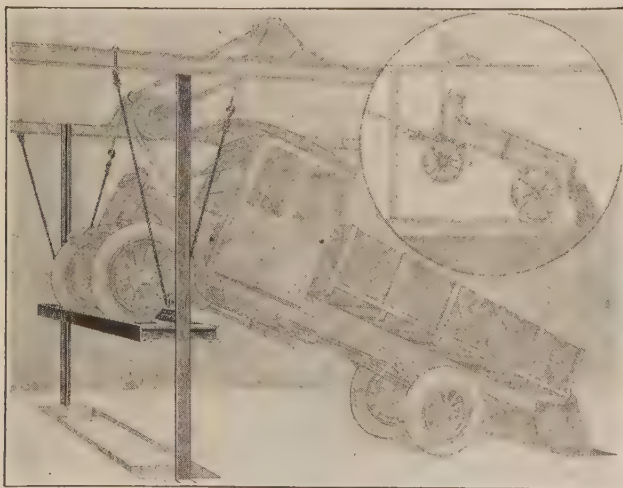
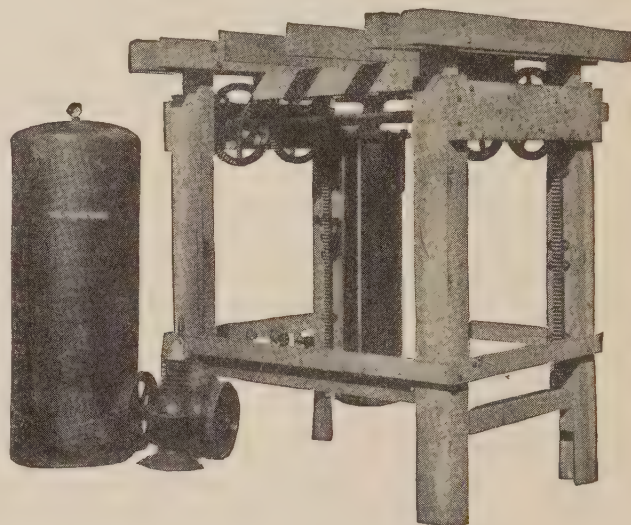
You Should Order a Trapp Combination and Wagon Dump

for your elevator. You need a Truck Dump; for you want to get the most for your money. A Trapp Dump would handle all trucks—long, short, light and heavy—quickly and successfully, without any possible danger of damage or injury to the trucks. Its installation would not delay your receipts of grain.

Send for Prices and full particulars. You should install a Trapp Dump without further delay.

The Trapp-Gohr-Donovan Co.

1125-27-29 North 22nd Street, OMAHA, NEBRASKA



Showing any overhead system operating with

Standard Truck Dump

(Patent Applied for)

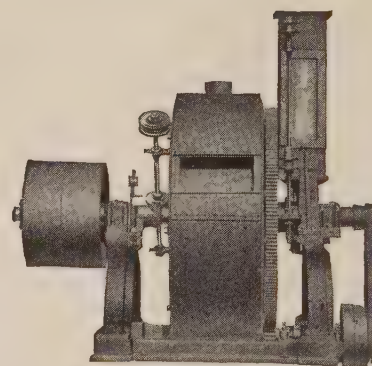
Doubles Lifting Capacity.

Easy to Install.

No additional machinery necessary.

Does not interfere with your present method of dumping.

PARENT & COMPANY
UNION CITY INDIANA



TRIUMPH BARLEY PEARLER

Triumph Pearlors are being used by this country's largest producers of pearled grain. They are automatic in every respect and produce a product which cannot be beaten.

We'll be glad to supply full information to those who desire it.

THE C. O. BARTLETT & SNOW CO.
Main Office and Works: Cleveland, Ohio

Globe Combination Auto Truck & Wagon Dump

SIMPLE - RELIABLE - PRACTICAL

(SPENCER PATENTS FEB. 1919)

Excerpts from Customers' Letters That Tell the Whole Story in a Nut Shell

Farmers Elevator Co., Conde, So. Dakota—

"To make a long story short, your dump is a world beater and labor saver."

Farmers Elevator Co., Brunsville, Iowa—

"I don't know of anything better and I doubt if there are as good. It works perfectly satisfactory always."

South Dakota Grain Co., Letscher, So. Dakota—

"It has worked to our complete satisfaction, giving us no trouble at any time. Operates as well in cold weather as in warm weather."

Pratt Mills, Pratt, Kansas—

"We can cheerfully recommend your dump as being absolutely fool proof and in our estimation the best combination dump we have ever seen; in fact we would not be without it at any price."

Kansas Flour Mills, Wichita, Kansas—

"After your dump was installed and thoroughly tested, we placed an order with you for 40 additional dumps; these have all been ordered out and in addition we have purchased four more making a total of 45 dumps we have ordered from you to date."

Lakefield Farmers' Co-operative Elevator Co., Lakefield, Minnesota—

"The writer had the pleasure of seeing a great many dumps at several conventions but none appeal to me as does the Globe Dump."

Grundy Canning Co., Grundy Center, Iowa

"Last spring we purchased from you your Globe Truck & Wagon Combination Dump and wish to state ever since it has been installed it has worked perfectly."

Thos. Page Milling Co., North Topeka, Kansas—

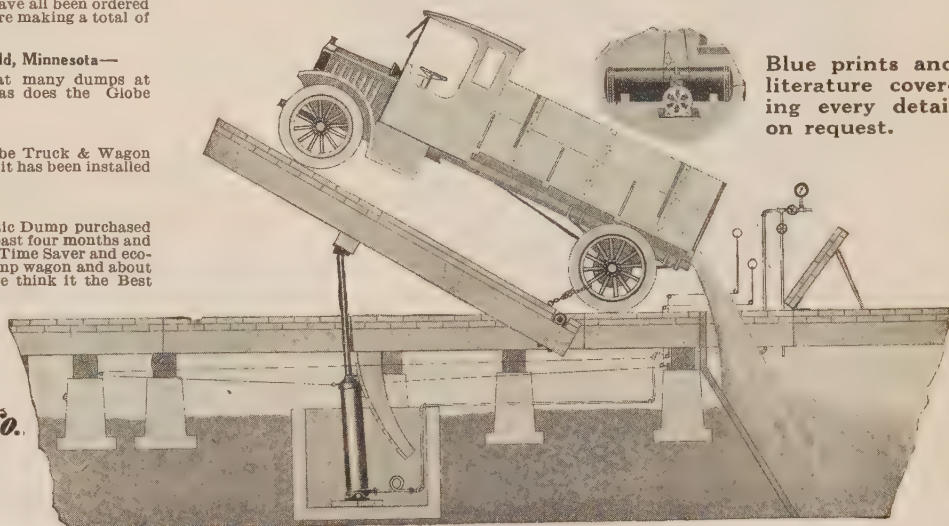
"We are pleased to state that the Globe Automatic Dump purchased from you last winter has been installed for the past four months and is giving the best of satisfaction. We find it a Time Saver and economical to operate; use about 4 lbs. of air to dump wagon and about 10 lbs. to dump four-ton truck. In general we think it the Best Dump on the market."

Our users make these statements because they have found our dump to be the **Simplest and Most Practical** dump on the market for the dumping of Trucks, Wagons or Sleds.

SIMPLICITY—Just this word on the Simplicity of our dumps: One of our dump's strong points of superiority is its **SIMPLICITY**. If you wish to lift a trap door and have strength enough in your arm, wouldn't you go ahead and lift without the aid of weights, gears, etc.? Of course you would. In the same way the Globe dump lifts the door by the simple means of a **POWERFUL, STEADY, STRONG AIR ARM** and nothing else—**SIMPLICITY**.

Also in following out this idea, our air lifting cylinder is pivoted at the bottom so it lifts either the Truck or Wagon and Sled dump at the immediate wish of the operator in the elevator driveway—again **SIMPLICITY**.

The Globe Combination Auto Truck and Wagon Dump is recognized by America's leading elevator contractors today, as the **Most Efficient and Best Dump** on the market.



Blue prints and literature covering every detail on request.

Manufactured by
Globe Machinery and Supply Co.
Des Moines, Iowa.

We Make Prompt Shipments.

Cover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER
Box 404 South Bend, Ind.



When You Think of Electrical Construction or Repairing—THINK OF

Pierson-Wilcox Elect. Co.

MINNEAPOLIS, MINN.

ESTABLISHED 1898

Hall Signaling Distributors

are wonder workers.

They utilize all the bin space, but occupy less cupola space, increasing the value of the whole plant.

In efficiency, they are unequalled. They are as durable as the elevator structure. They are simple, only two moving parts. They never need repairs.

You will find them everywhere, and everywhere giving perfect satisfaction.



HALL SPECIAL

A Perfect Elevator Leg

Speeded, spaced and proportioned correctly. The greatest possible capacity, perfectly handled, without stopping, without choking, without backlegging.

Hall Distributor Company, 222 Railway Exchange Bldg. Omaha, Nebr.



DIXON'S
Silica-Graphite PAINT
GIVES BEST PROTECTION

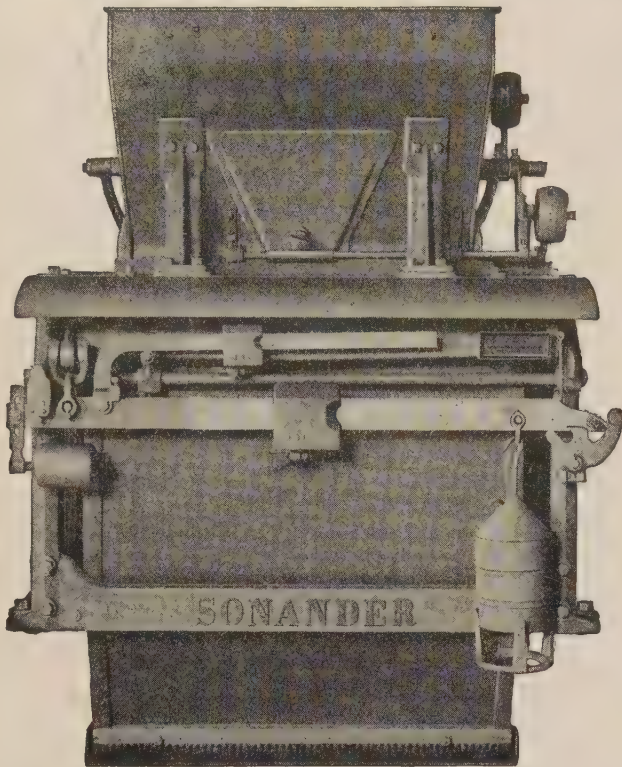
Because it is a natural and not an artificial mixture of the silica and graphite pigment. This pigment is practically inert and indestructible. Not affected by air, moisture, acids or alkalis. Produced at Dixon's Ticonderoga mines only. Write for Booklet No. 15-B.

Made in JERSEY CITY, N. J., by the

JOSEPH DIXON CRUCIBLE COMPANY

D X N ESTABLISHED 1827 **D X N**

Weigh Accurately



The whole object of weighing is to know accurately the quantity; and any such system is useless, unless it will determine this minutely and definitely. Science and mechanical practice has demonstrated that for this purpose, the scale lever is the best for determining the fractions of pounds, and this is the principle of the

Howe-Sonander Automatic Scale

When buying a scale be sure to inquire and investigate this scale. Its simplicity and accuracy will suit your every purpose, and save money for you. Any of the offices below will be glad to give you complete information. Address the one nearest you.

Howe Scale Co. of Illinois

CLEVELAND, OHIO, 1424 W. 9th St. Henry Vogel, Mgr.
CHICAGO, ILL., 1315 So. Wabash Ave. O. B. Main, Mgr.
ST. LOUIS, MO., 512-514 St. Charles St.
DALLAS, TEXAS, 600 So. Ervay St.
KANSAS CITY, MO., 1510 Main St. W. C. Peak, Mgr.
PITTSBURGH, PA., 112 Wood St., J. B. Bishop, Mgr.

OUR MOTTO for over twenty-five years has been **SAFETY FIRST.**

During these years we have equipped thousands of elevators with dust collecting systems to



prevent explosions, and no dust explosion or loss of a single life has occurred in one of them.

Your liability attaches if you don't protect your elevator and workers.

FOR CATALOGUE, WRITE

THE DAY COMPANY
Minneapolis, Minn.

IMPROVED DUPLICATING GRAIN TICKETS

With the use of Form 19GT as a scale book much time and labor will be saved as one writing with the use of carbon will give you a complete record and at the same time, a ticket will be ready for the hauler. Very convenient for dealers who regularly issue scale tickets for each load of grain received. Chance of error will be minimized as both the ticket and office record will be the same.

This book contains 250 leaves. Each of the 125 original leaves bears four scale tickets, is machine perforated, printed on white bond, size of tickets 3x6 $\frac{3}{8}$ inches. The 125 duplicates are printed on manila, but not perforated. Check bound at top of tickets with hinge top cover, 500 tickets in each book arranged horizontally. Size of book 7 $\frac{1}{2}$ x12 inches, each book supplied with 5 sheets of carbon.

The printing is crosswise the ticket and has spaces for the following record: "Owner, Hauler, Grain, Grade and Dockage, Gross, Tare, Net, Total Dockage, Net Pounds, Bushels, Price and Amount, Storage Ticket No., Station Ticket No., and Date, Weigher, Name of Firm or Buyer."

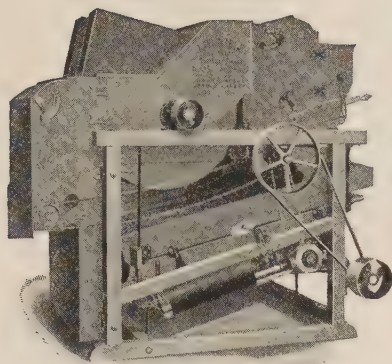
Form 19GT Duplicating (200 pages) \$1.75

Form 19GT Triplicating (300 pages) 2.25

GRAIN DEALERS JOURNAL

305 So. La Salle St.

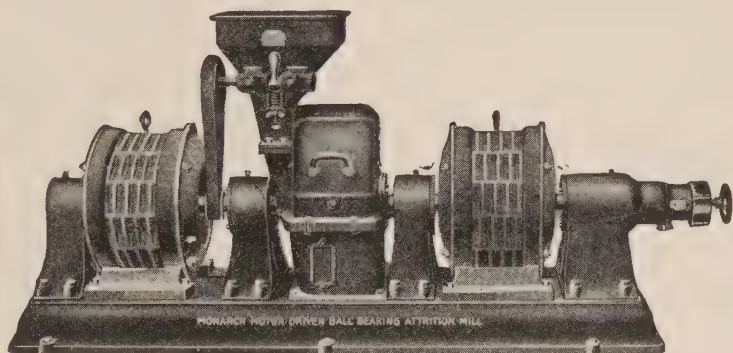
Chicago, Ill.



Its Equal Does Not Exist

If a BETTER Receiving Separator could be produced it would still bear the INVINCIBLE trademark.

Invincible Grain Cleaner Co.
SILVER CREEK, NEW YORK



There's Economy In Every Detail

Economy in feed grinding, as in any other business, means increased profit, and you are assured of the maximum amount of profit if you take advantage of the economical features of the

MONARCH BALL BEARING ATTRITION MILL

SAVES TIME—Requires no tramming.
SAVES LABOR—No worn down bearings.
SAVES LUBRICANT—Uses grease instead of oil.
SAVES EXPENSE—Maintenance cost is small.

SAVES TROUBLE—Product always uniform.
SAVES DELAY—Rapid grinding; large capacity.
SAVES REPAIRS—Durably constructed.

SPROUT, WALDRON & COMPANY

Mill Builders and Milling Engineers

P. O. Box No. 26
Main Office and Works: **MUNCY, PA.**

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MINNEAPOLIS, MINN., 407 Fourth St., So.

CHICAGO, ILL. No. 9 So. Clinton St.

Grain Receiving LEDGER

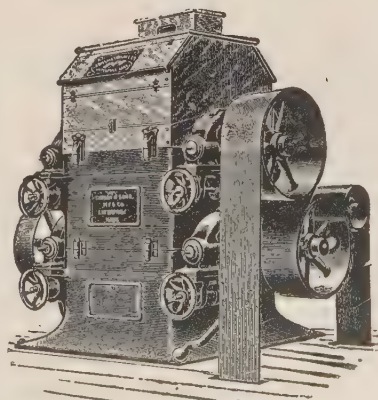
A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

Each of its pages of linen ledger paper, size, 8 $\frac{1}{4}$ x13 $\frac{3}{4}$ inches, is ruled for 42 wagon loads and numbered. Each page may be used for one or more accounts as desired. A marginal index is bound in front. Bound in cloth with leather back and corners.

Form 43—200 Pages, \$3.75

Form 43XX—400 Pages, \$5.50

Grain Dealers Journal
305 So. La Salle St., CHICAGO, ILL.



More Profits

The elevator owner who installs a feed mill in his elevator puts himself in line for more profits. No other sideline is as profitable. Your farmer patrons must have feed for stock. Are you going to let them go to your competitor? Drop us a line asking for further particulars regarding a feed mill for your elevator.

J. B. Ehrsam & Sons Mfg. Co.
Enterprise, Kansas

Bernert Grain Blower and Conditioner

Sectional view elevator installation of the Bernert Grain Blower and Conditioner fitted with Combined Elevator and Loader attachment. Note how simple the equipment. Only one machine with one pipe leading up into the Cleaner and another leading to the car. By simply pulling the chain leading from the valve lever, connections can be switched in an instant from either elevating to loading, or loading to elevating. No nuts or bolts to be loosened; no stops necessary.

The Bernert Grain Blower and Conditioner is the most simple and most adaptable machine for elevating grain and similar material whether stationed inside or outside of building.

A lower or entirely done away with basement, no overhead transmissions, faster and less expensive installation, all operating machinery on the ground floor, less fire hazard, etc., are all points in favor of this system.

Grain is being received the same as with the

bucket system, spouted or dumped direct into the hopper of the machine.

For further information, write for catalog to the

Bernert Mfg. Co.

491 12th Street

MILWAUKEE, WIS.

DIRECT HEAT OR STEAM CONTINUOUS FLOW MADE IN ALL SIZES
Randolph Grain Driers
 WIRE WHITE PHONE Q. W. RANDOLPH CO. TOLEDO OHIO U.S.A.

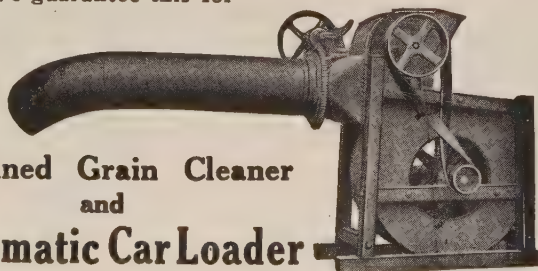
CLEAN AND LOAD IN ONE OPERATION

Now that grain is commanding such a high price and there is and will be such a demand for it, it behooves you to load it properly, this means that you should use a Car Loader that cleans and loads at the same time. We guarantee this for

The

Combined Grain Cleaner
and

Pneumatic Car Loader



It does not mill or crack the grain; fills cars to full capacity; strong, durable, requires no attention after starting. Cools and dries the grain as it passes through the air.

Used by hundreds of elevator owners. List of users will be sent you on request.

Write for list and circulars

MATTOON GRAIN CONVEYOR CO., Mattoon, Ill.

The Automatic Dump Controller



There are dump controllers new,
 And dump controllers old,
 There are dump controllers on the market
 Which are never sold.
 But we are here to tell you,
 So listen! while we say
 "We're over thirty hundred strong
 And selling more today."

Now is the time for cleaning up and remodeling, so, boys, don't overlook your dump, the most important feature of your plant,—but try and improve it.

Get the best possible equipment.

It's a trade getter and plays for keeps.

L. J. McMILLIN

525 Board of Trade Building
 INDIANAPOLIS, IND.

There is no better time to advertise than the present. Better start before your competitor. Write the JOURNAL today.



Dust
Collection
is

Profit Collection

When You Install a

NEW "1905"

CYCLONE DUST COLLECTOR

In the first place it is saving the possible total loss of your house by dust explosion; second, the dust and screenings so collected can be sold; and in the third place it effects a saving of one-half in power cost. The revenue thus produced by the collector will pay for it many times over.

Investigate before it's too late.

THE KNICKERBOCKER CO.
 JACKSON, MICH.

For Accurate Moisture Tests
use our Grain Dealers' Air
Tight Cans for forwarding
your grain samples.
ST. LOUIS PAPER CAN & TUBE CO.
ST. LOUIS, MO.

KENNEDY CAR LINERS

*Prevent Leakages
Avoid Claims
Save Money*

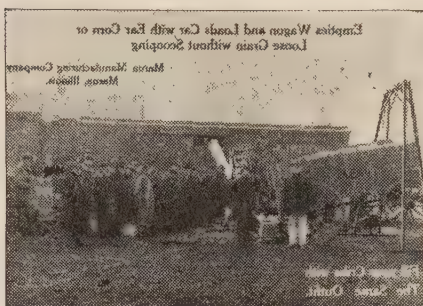
Used by Thousands of
Progressive Shippers

MADE BY

**THE KENNEDY CAR
LINER & BAG CO.**
SHELBYVILLE, INDIANA

ACCOUNT BOOKS for sale by
GRAIN DEALERS JOURNAL, CHICAGO

LOAD CARS WITH EAR CORN WITHOUT SCOOPING



The Boss Air Blast Portable Car Loader and Crib Filler will load cars or fill cribs with EAR corn or loose grain without any scooping. Capacity 1000 Bu. an hour. Compact, portable and easily moved about.

The cut shows a car being loaded with EAR corn without scooping and without damaging the corn. Same outfit will handle loose grain also. Easily operated with Fordson or other tractor. Farmers buying them to fill

cribs on the farm because they are REALLY PORTABLE.

We also make Stationary outfits for country elevators. 30 DAYS' TRIAL. We will ship any machine we manufacture on trial. Write today for complete information. It will pay you.

MAROA MANUFACTURING CO., Dept. G, MAROA, ILL.

TYDEN CAR SEALS

Bearing shipper's name and consecutive numbers.

Prevent
CLAIM LOSSES
10,000 SHIPPERS
Are now using them.

Write for samples and prices.



INTERNATIONAL SEAL & LOCK CO.

Chas. J. Webb, Vice-President
617 Railway Exchange Bldg., CHICAGO, ILL.

CONE-SHAPE GRINDERS

IT PAYS TO GRIND ALL GRAINS

Look to the Grinders. They do the work! Bowsher's Cone-Shape grinders are the correct principle in Feed Mill construction. They mean larger grinding surface close to center of shaft; thus More Capacity, Lighter Draft, Longer Life.

"Desire to express my appreciation of the long-lasting, trouble-proof Bowsher. Have used a No. 4 ten years with less than One Dollar per year for repairs." R. W. Watt, Jacobsburg, O.

10 sizes; 2 to 25 H. P. Write for free catalogue.

N. P. BOWSHER CO., SOUTH BEND, IND.

ONE AFTER ANOTHER

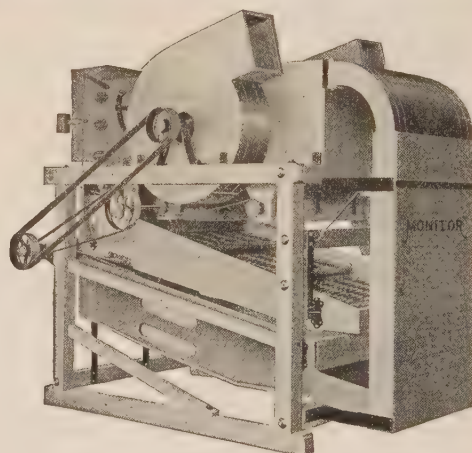
The Elevators Are Installing the

Monitor

COMBINED
CORN
AND
GRAIN
CLEANER

THEY FIND IT

AN ECONOMY—
A CONVENIENCE—
AN EFFICIENT MACHINE



And that it gives them advantages in the cleaning game that can be had in no other make.

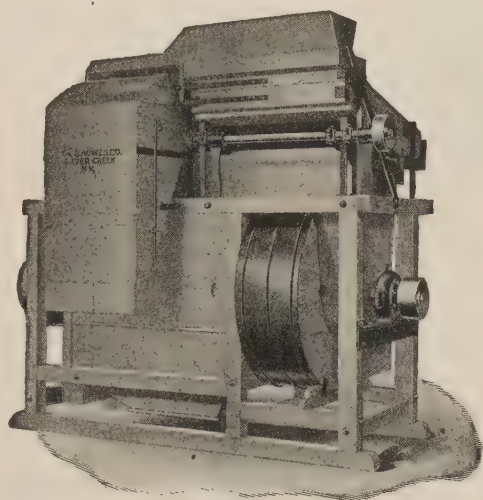
Is it Strange That the Monitor Is a Favorite?

Canadian Plant,
HUNTLEY MFG. CO., Ltd.
Tillsonburg, Ont.

HUNTLEY MFG. CO.

P. O. DRAWER B.

SILVER CREEK, N. Y.



"EUREKA" OAT CLIPPERS

are big and strong and rugged—made to run twenty-four hours a day, and three hundred and sixty-five days in a year, and they'll do it, and do it so easily that you will forget you have one on the job.

Maximum of Efficiency — Minimum Cost of Upkeep. That's what is accomplished by the

"EUREKA" OAT CLIPPER

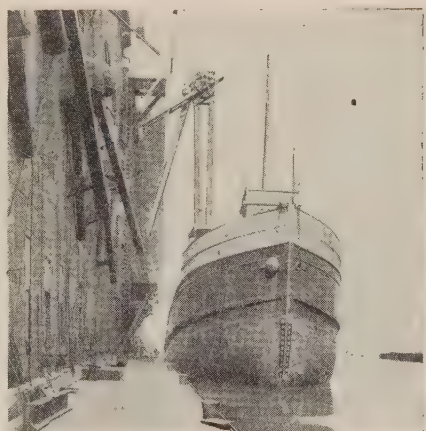
ASK FOR BULLETIN NO. 68.

S. HOWES CO., Inc.
SILVER CREEK, N. Y.

European Branch: 64 Mark Lane, London, England.

REPRESENTATIVES:

William Watson, Room 415, 111 W. Jackson Blvd., Chicago, Ill.
J. E. Gambrill, 749 E. Church St., Marion Ohio.
J. Q. Smythe, 3951 Broadway, Indianapolis Ind.
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WEBSTER SERVICE

Back of every Webster installation is an engineering plan which is permanently reflected in wonderful service performance at low operating cost, because each equipment is exactly fitted to the work it will be called upon to perform. Not only are Webster engineers unrestricted by a limited range of sizes and designs, but they have access to engineering records covering nearly a half century of uninterrupted achievement.

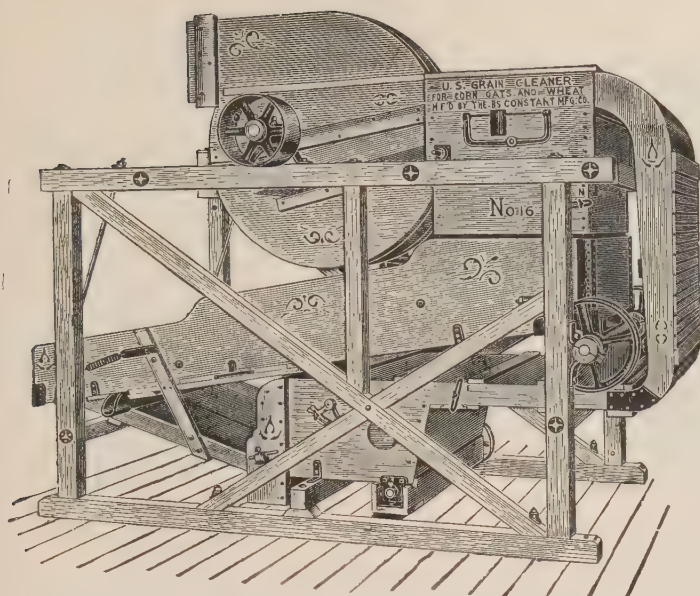
Your specific conveying problem may present peculiar conditions, or may be complicated by unusual factors which seem to be impossible to overcome. Yet these problems can be quickly solved by Webster engineers, representing as they do, a development in material handling practice far in advance of many present day conveying problems.

The Webster Manufacturing Company

4500-4560 Cortland St., Chicago

FACTORIES: TIFFIN, OHIO, AND CHICAGO

SALES OFFICES IN PRINCIPAL CITIES



Quality Cleaning

You grain men of experience know that clean grain brings a premium price at the terminal markets. For this reason your elevator should be equipped to thoroughly clean all grain before shipping.

The U. S. Grain Cleaner

is acknowledged a leader in satisfactory performance, and has built up a reputation for operating efficiency and economy that needs no remarks on our part.

Satisfied users are our best endorsements and to them we will gladly refer any prospective buyers of grain cleaning machinery; knowing their testimony will bring the purchaser to the U. S. factory.

Write for further information about this cleaner and other grain elevator machinery.

B. S. Constant Manufacturing Co.

Bloomington, Illinois

SPEAR



Sample
Envelopes



The Best

**Grain Samples Sent the Spear Way
Always Reach Destination**

The value of supplying your customers with clean, promptly delivered samples is obvious. Do not neglect the important factor of good sample envelopes.

Write us for samples and prices today.

HEYWOOD MFG. CO.

420 N. 3rd St.

Minneapolis, Minn.

Purchase and Sale Contracts

is a new book, designed to meet an ever increasing demand for a record which will enable the dealer to balance his Purchases and Sales and determine almost instantly, whether he is long or short.

Separate pages are devoted to each kind of grain, thus simplifying the recording of each contract. This form covers facing pages, the left hand pages being devoted to a record of contracts for—Purchased, under which the following information is entered: "Date, From Whom Bot, Bushels, Grade, Delivery, Price, By Whom, How and Remarks."

The right hand pages provide spaces for a record of contracts for—Sold as follows: "Date, To Whom, Bushels, Grade, Shipment, Price, By Whom, How and Remarks."

Do not attempt to do business without keeping this record. It requires only a few minutes work each day and may prevent large losses with the present unstable conditions of the market.

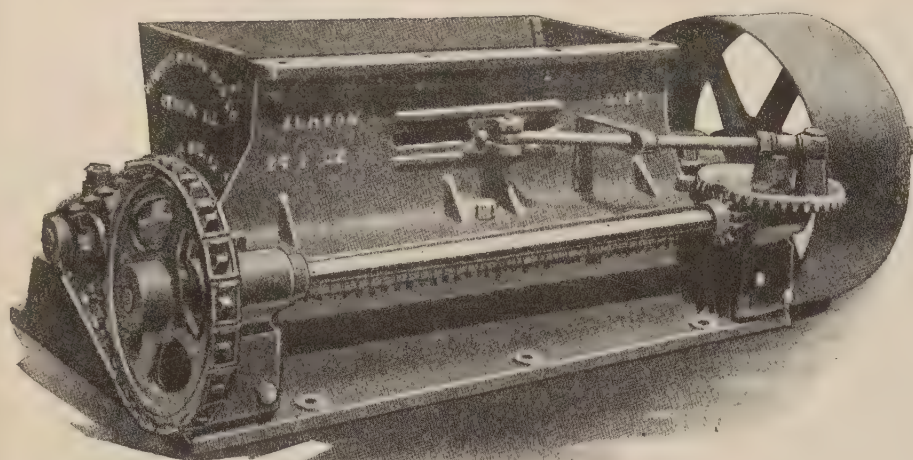
The book contains 80 double pages, size 8½x14 inches, ruled and printed on heavy ledger paper and well bound in full tan canvas.

Order Form 18 P & S, price \$2.75 per copy

GRAIN DEALERS JOURNAL

315 South La Salle St.

Chicago, Ill.



KENYON Ear Cob Crusher

No irons such as horseshoes, hammers, etc., can stop this machine. Positively eliminates all corn crushing troubles.

Send for catalog and all details.

Burgess-Norton Mfg. Co.
GENEVA, ILL.
U. S. A.

FEED GRINDERS WITH MORE CAPACITY and LESS HORSE POWER

The W-W is the most economical grinder made. No grinding plates or sharp knives—the hammers do the work.

The W-W grinds: Alfalfa, barley, beans, buckwheat, shelled, snapped or corn on cob, corn fodder, feterita threshed or in head, hay, kafir, maize, peanut hay, oats, peas, peavine hay, rice, straw, velvet beans and wheat.

Built in wide range of sizes—capacities from 500 lbs. to 8 tons hourly.

IMMEDIATE DELIVERIES Write for catalogue.

The Wilson-Wetterhold Grinding Machine Company
WICHITA, KAN.

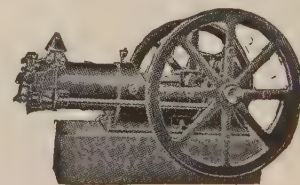
Here's Low Fuel Cost

Mr. G. C. Young, Buckannon, W. Va., is using two 15 H. P. natural gas engines alternately 8 hours every day to drive 10 K. W. generators. Mr. Young says that the engines have never given any trouble and that his gas bill is 20 cents per day with gas selling 20 cents per thousand feet.

*Let us send an Otto catalog.
Gas—Gasoline—Kerosene.
Up to 50 H. P. in stock.*

Otto Engine Mfg. Co.

3217 Walnut St., Philadelphia, Pa.
15-17 Clinton Street, Chicago, Ill.



TORSION BALANCE

Corn Grading
Grain Moisture
Bean and Seed Testing Scales
Special Scales for Special Purposes

Torsion Balances

—have—
No Knife-edges—No Friction—
No Wear—No concealed
Bearings

Used by U. S. Dept. of Agriculture, Testing Stations, Grain Elevators, Seedsmen, Commission Houses and Boards of Trade.

WRITE FOR SEED PAMPHLET

Torsion Balance Co.

MAIN OFFICE Factory
92 Reade St. 147 8th St.
New York, N.Y. Jersey City, N. J.
Pacific Coast Branch
49 California St., San Francisco, Cal.



Style No. 6000
Corn Grading Balance

WANT ADS

in the GRAIN DEALERS JOURNAL make wants known to everyone connected with the grain trade. If you desire to buy or rent, sell or lease an elevator or anything used by grain dealers, try a JOURNAL want ad twice a month and your want will soon be satisfied.

FOUR THINGS

the advertiser considers before an advertisement is placed:

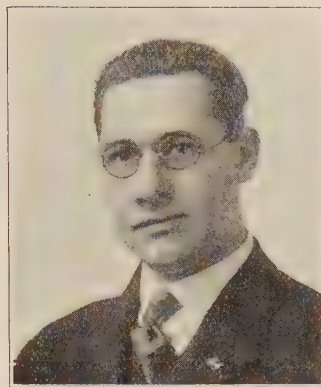
**CIRCULATION
QUALITY
INFLUENCE
RATES**

The GRAIN DEALERS JOURNAL guarantees its CIRCULATION; boasts of the QUALITY of its circulation; has succeeded because of its INFLUENCE, and pays advertisers because its RATES are reasonable.

SEE US WHILE AT THE CONVENTION



T. E. IBBERSON
President



E. E. IBBERSON
Vice-President and Treasurer



FRED J. HOLTBY
Secretary



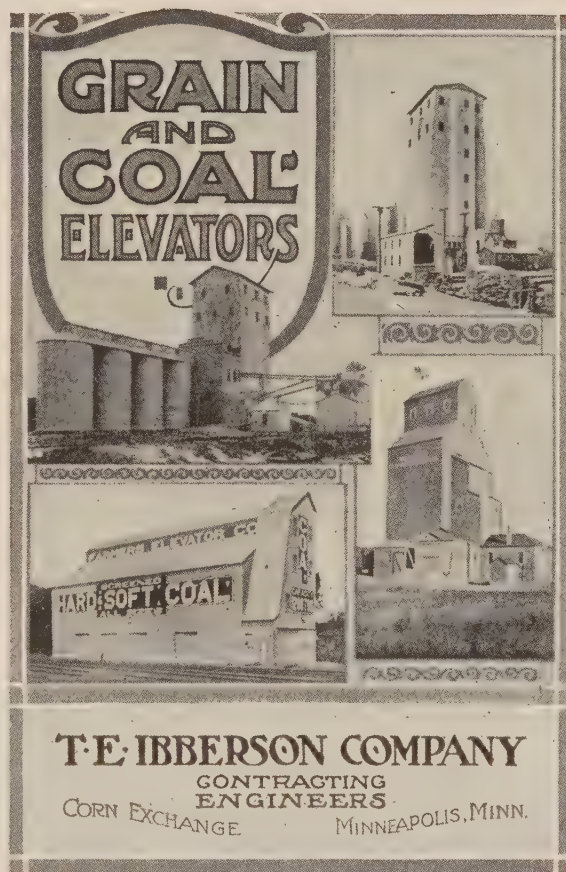
FRED AMBLE
Chief Engineer



A. G. OLSON
Auditor



C. O. ERICKSON
Master Mechanic



The above is a $\frac{1}{4}$ size reproduction of the cover of our new 104 page Book containing over 300 cuts of Grain Elevators, Mills and Coal Handling Plants and other General Information pertaining to them. *Free for the asking.*



C. G. KIFFE
General Superintendent

MASTER BUILDERS OF GRAIN AND COAL ELEVATORS

T. E. IBBERSON COMPANY
ENGINEERS & CONTRACTORS

CORN EXCHANGE BUILDING

MINNEAPOLIS, MINNESOTA

GRAIN ELEVATOR BUILDERS

DON'T

let the supply agents sting you with any old *TRUCK DUMP*, and convince you they will *operate* when installed by their *near mechanics?* as an inducement to BITE.

We have placed ALL with our *experienced elevator builders and know from the past years experience* the one that has stood the test.

YOU are not *experimenting* when we furnish your truck scale and dump and install same, or overhaul and make replacements in your elevator. THAT IS OUR BUSINESS, as well as build your wood or fire proof elevators.

Younglove Construction Company

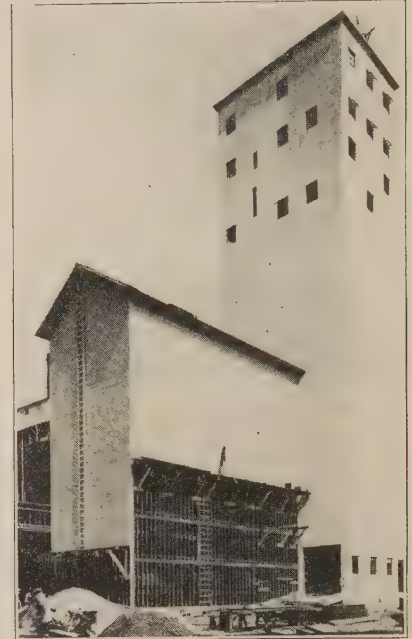
Licensed Engineers
SIOUX CITY, IOWA

CHECK
your re-
ductions of
pounds to
bushels by
using

Clark's Carload Grain Tables

New edition
revised and
enlarged.

GRAIN DEALERS
JOURNAL
Chicago, Illinois



Reinforced Concrete Elevator
Built for Baltimore Pearl Hominy Co.

Accomplishments Recommend Our Ability

Our long experience in the construction of Grain Elevators, Grain Storage, Mill Building and Warehouses insures you a first class layout at the very minimum of cost.

We will be pleased to submit estimates

The Spencer Construction Co.
Garrett Building Baltimore, Md.

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Designers and Builders—Grain Elevators, Mills and Warehouses
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CONTRACTORS GRAIN ELEVATORS
Mills and Warehouses
Especially Designed for Economy of
Operation and Maintenance
704 Terminal Bldg., LINCOLN, NEB.

BALLINGER & McALLISTER
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Grain Elevators Driers Coal Chutes
Wood or Concrete
UNITY BLDG., BLOOMINGTON, ILL.

BOGGESS CONSTRUCTION CO.
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Builders of
GRAIN ELEVATORS and COAL POCKETS of the BETTER CLASS
Special study given to each plant—Each plant fills the individual needs

Estimates of Value of Grain
Elevator Plants Promptly
Made by

E. D. Mayo, M. E. VALUATION ENGINEER

700 Flour Exchange Bldg.
MINNEAPOLIS - MINN.

31 years with the Barnett & Record Co.

IF you wish to build your elevator
right, my eighteen years experi-
ence is at your command.

C. E. BIRD & CO.
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W. C. BAILEY
Contracts and Builds
Modern Grain Elevators
We can furnish and install equipment in old or new
elevators, guaranteeing greater capacity with less
power, and positive Non-Chokable working leg
Let us show you
433 Railway Exchange Bldg., OMAHA, NEB.

Shippers

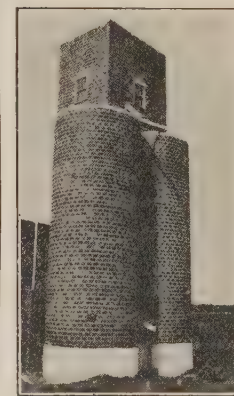
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Store Your Grain

in Moisture
and Fire proof
Hollow Tile
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Our special
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makes a per-
fect bin at a
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Send us your
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The B. G. Construction Co.
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The MONOLITH BUILDERS, Inc.

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EVERY time you boost the JOURNAL you encourage and
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**BUILDERS of
Good Elevators**

WRITE US ABOUT THE
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50,000 Bu. Concrete Elevator at Forbes, N. D.

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Specialize in Elevator and Mill Design and Construction

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Elevators of our design and construction are the best endorsement of our work. We study your particular problems and build the elevator best adapted to your needs. Write us for further particulars.

Reliance Construction Co.

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ERECTS ELEVATORS
CORN MILLS
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SABETHA, KANSAS

**To BUY or SELL
RENT or LEASE
an ELEVATOR**

Place an adv. in the "Wanted" or "For Sale" columns of the GRAIN DEALERS JOURNAL, of Chicago. It will bring you quick returns.

THE STEARNS-ROGER MFG. CO.
ENGINEERS
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DENVER, COLO.
MINING AND
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Design--Construction--Equipment of
GRAIN HANDLING PLANTS

Your Individual Needs
are respected when your elevator
is designed and built by
W. H. CRAMER CONSTRUCTION CO.
NORTH PLATTE, NEB.
Write for Details of Our System

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DESIGNERS AND BUILDERS OF
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MILL BUILDINGS
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Registered Structural
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More than 20 years experience
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DESIGNING ENGINEERS
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Large or Small
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We make plans and build up-to-date
GRAIN ELEVATORS and MILLS
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CARS ARE SCARCE—
—YOU NEED EXTRA STORAGE SPACE
GEO. W. QUICK & SONS
CAN SUPPLY YOUR NEED
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ENGINEER and CONTRACTOR of
GRAIN ELEVATORS
Any Size or Capacity
523 Board of Trade Bldg., Indianapolis, Ind.

Certain Departments

in this number of the GRAIN DEALERS JOURNAL are especially interesting. After you have read them, consider carefully whether you are not better off with the twenty-four numbers of the Journal, on your desk, or the dollar and fifty cents in your pocket.

If What You Want you see advertised, tell the advertiser. If Not--Tell the Journal

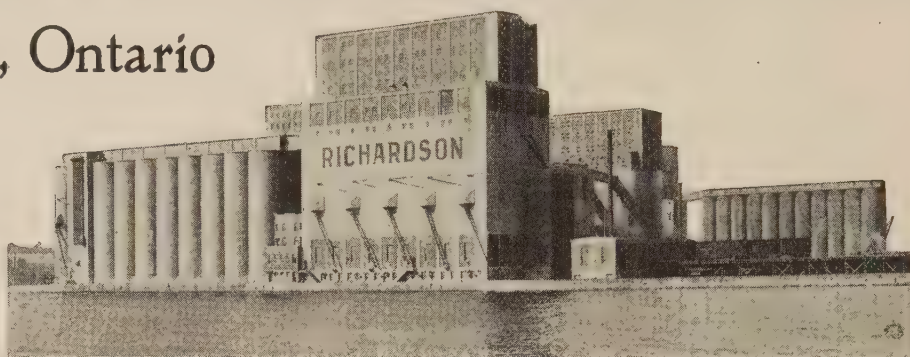
GROUP OF TERMINAL ELEVATORS BUILT RECENTLY BY US AT Port Arthur, Ontario

FOR

The Grain Growers' Grain Company,
Limited.The Saskatchewan Co-operative Elevator
Co., Limited.

The James Richardson & Sons, Limited.

THE BARNETT-McQUEEN COMPANY, LIMITED

Designers and Builders of GRAIN ELEVATORS
Offices: Fort William, Ont., Duluth, Minn.
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Pennsylvania Railroad Co.'s Terminal
Elevator at Erie, Pa. 1,250,000 storage
capacity, with marine leg, 25,000 bu. re-
ceiving capacity. All concrete, modern
construction, with latest improvements.

Designed and built under the
direction of

Folwell-Ahlskog Co.

McCormick Bldg. - Chicago, Ill.

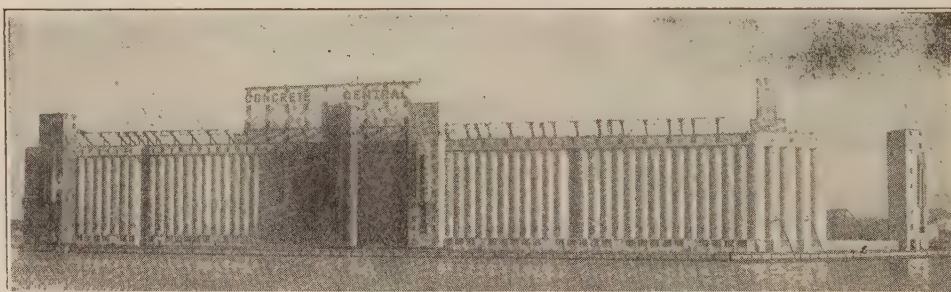
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Monarch Built Elevators

assure you eco-
nomical design,
first class work,
efficient opera-
tion.

SATISFACTION

Let us Submit Designs
and Prices



Concrete Centra Buffalo, 4,500,000 Bu.

One of the modern houses which has made a record for rapid and economical handling

MONARCH ENGINEERING CO., BUFFALO, N. Y.

THE MOST MODERN ELEVATOR IN THE WORLD

The view below is the Pennsylvania Railroad Company's new Northern Central Elevator No. 3, located at Canton, Baltimore Maryland. This elevator is equipped with four Stewart Link-Belt Grain Car Unloaders. See them in operation and be convinced of their great saving in labor cost.

JAMES STEWART & CO., Inc.

Designers and Builders
GRAIN ELEVATORS
IN ALL PARTS OF THE WORLD

GRAIN ELEVATOR DEPT.

15th Floor, Westminster Bldg.

CHICAGO

W. R. SINKS, Manager

Capacity
5,000,000 Bushels



"We have built for many of your friends. Eventually we will build for you. Why not now?"

A. P. HUSTAD CO.

CONSULTING ENGINEERS

Designers: Elevators, Mills, Warehouses

Write us for estimates and proposals on
economical and up-to-date designs.

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MINNEAPOLIS, MINN.

BURRELL ENGINEERING AND CONSTRUCTION CO.

Established 1897— CHICAGO —Incorporated 1902

Continuously under the management of
GEORGE T. BURRELL, President

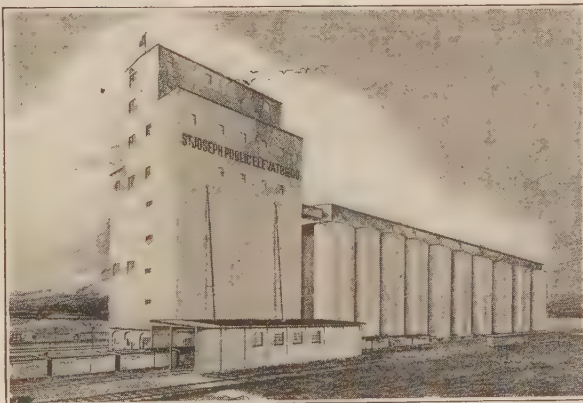
DESIGNERS AND BUILDERS

Grain Elevators, Flour Mills and Related Buildings

In doing our best, completely and satisfactorily to handle work in
this field of construction we have sought to establish the fact that
*No job is too small to merit our careful attention and none so large
as to tax our capabilities.*

1102-10 Webster Building, Chicago, Illinois

404 Scarritt Arcade, Kansas City, Missouri



St. Joseph Public Elevator

St. Joseph, Mo.

John S. Metcalf Co.

Grain Elevator Engineers

108 South La Salle St.
CHICAGO, ILL., U. S. A.

395 Collins Street
MELBOURNE, AUSTRALIA

54 St. Francois Xavier Street
MONTREAL, CANADA

314 Reconquista
BUENOS AIRES

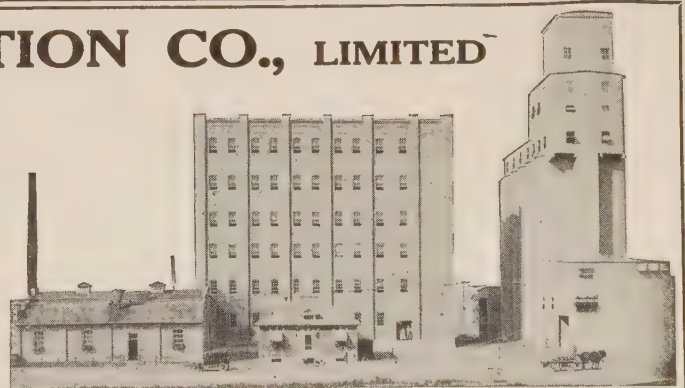
FEGLES CONSTRUCTION CO., LIMITED

ENGINEERS—CONTRACTORS

706 1st Ave. N., Minneapolis, Minn.
GRAIN EXCHANGE, FORT WILLIAM, ONT.

WE ARE PREPARED TO TAKE
AND EXECUTE CONTRACTS ANY-
WHERE. GRAIN ELEVATORS, MILLS
HEAVY ENGINEERING STRUCTURES

WE HAVE AN ENVIABLE RECORD FOR SERVICE



Elevator and Mill Designed and Built for Lake of the Woods
Milling Co., Ltd., Medicine Hat, Alberta.

Wanted and For Sale

The rate for advertisements in this department is 25 cents per type line each insertion

ELEVATORS FOR SALE.

NORTHEASTERN OKLAHOMA ELEVATOR For Sale. Good crops. Might consider good Oklahoma land. Address Oklahoma Land, Box 4, Grain Dealers Journal, Chicago.

ALL OR HALF INTEREST in Wisconsin Elevator for sale. Private Ground and trackage on two railroads. Chance to handle lumber and coal. Address Trackage, Box 6, Grain Dealers Journal, Chicago.

NORTHEASTERN NEBRASKA Mill and Elevator. Surplus Wheat from Wagons. Will sell right if taken at once. Owner must sell on account of health. Address Surplus, Box 5, Grain Dealers Journal, Chicago.

FIVE COUNTRY ELEVATORS For Sale in Central Illinois. Fine territory and business. Capacities range fifteen to one hundred thousand. Will sell all or separate. Address Capacities, Box 4, Grain Dealers Journal, Chicago.

ONE 100 BARRELL FLOUR MILL and two 10,000 Bushel Capacity Elevators for sale. Located on the Katy and Frisco R. R. in Northeastern Oklahoma in a good red oats and corn country. Crops are good this year. Possession can be given at once. Address Box 82, Vinita, Oklahoma.

COMPLETE STEAM POWER Grain Elevator for sale. Excellent condition. Town of five hundred Central Illinois. Big territory. Annual handling 400,000 bushels. One competitor. Town will handle 800,000 bushels per year. Big ear corn station. Address Steam Power, Box 4, Grain Dealers Journal, Chicago, Ill.

TWO GRAIN ELEVATORS for sale, located in North Central Iowa at adjoining stations. Good grain territory and both handle flour, feed and coal. Side line will take care of operating expense. Both do good business. A mighty good opening for the right man. Write quick. Address Adjoining, Box 5, Grain Dealers Journal, Chicago, Illinois.

YOU MAY BE MISSING SOMETHING

If you do not read the Wanted and For Sale ads each issue. If you have something to sell or exchange, insert small advertisement in the Wanted and For Sale Department. When in need of an employee or employment write Grain Dealers Journal, 305 S. La Salle St., Chicago, Ill.

CENTRAL ILLINOIS ELEVATORS for sale. One new, modern metal siding 15,000 capacity, situated on R. R. of way—within the corn belt—maturing 1,000,000 bushels or more. Should this weather continue a few days—"Let us Pray"—Vote for Harding, Len Small, and remember our Mayor "Bill."

E. M. PATTERSON

Title & Trust Bldg., Chicago, Ill.
Phone Randolph 440.

SOUTHWESTERN OHIO Warehouse and Elevator for sale. In good grain country. Village station with church and school on a division of the P. C. & St. L. R. R. Handling grain, field seeds, wool and coal. Between 5 and 6 acres of land with stables, shelter sheds, coal bins, engine room with engine, office, corn dumps, Marseilles New Process corn sheller and cleaner. Is a money maker. Reason for selling—have made enough to retire. Price \$10,000.00. Address Owner, Box 10, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

INDIANA ELEVATOR For Sale, 40,000 bushels capacity. Steam power, all in good repair. No competition. In fine wheat, oats and corn country. Good feed and coal trade. On Pennsylvania Railroad. Address Pennsylvania, Box 5, Grain Dealers Journal, Chicago.

IF YOU are desirous of obtaining more capital for the extension of your business; if you have land or realty to exchange for an elevator; if you have money to invest in the grain business, make known your desires in the "Business Opportunities" columns of the Grain Dealers' Journal.

ELEVATOR within 125 miles of Chicago For Sale. 30,000 bushels capacity. Iron covered. Coal business in connection. All located on private land in town of 300. Also modern residence. Selling account of owner's failing health. Address Health, Box 6, Grain Dealers Journal, Chicago.

OKLAHOMA CRIBBED ELEVATOR For Sale. 20,000 bushels capacity. In good condition, doing good business in grain, flour, feed and coal. A good crop of corn. No competition. Priced to sell. Address Oklahoma, Box 6, Grain Dealers Journal, Chicago, Illinois.

ILLINOIS ELEVATOR For Sale. 40,000 bushels capacity. Located in corn belt of Illinois on I. C. Ry. Equipped with new sheller and cleaner. Electric power. A first-class plant. Station handles 500,000 bushels annually. One good competitor. Coal in connection. Price \$23,000.00. Address Electric, Box 6, Grain Dealers Journal, Chicago.

25,000 BUSHEL CAPACITY Elevator for sale in South Dakota. Best grain territory in state. All machinery in good condition, five coal bins. A fine opportunity for a manager to get in the business for himself and also a good investment. Am not asking half of the value of property. Terms to suit buyer. Address A. Larson, Rockford, Illinois, care J. G. Chick Milling Co.

SOUTHERN KANSAS ELEVATORS and Good Grain, Coal, Feed and Implement business for sale, located in the best wheat belt of Southern Kansas. Fine schools and churches. Prosperous, high class farming community. A great opportunity for a hustler. Good crop of wheat now harvested. Write quick. Address Harvested, Box 12, Grain Dealers Journal, Chicago.

CENTRAL ILLINOIS ELEVATOR located in the best grain country in the State, on the I. C. R. R., for sale. Same in first class condition. 15,000 Bushels Capacity. Electric Power, also 10 Horse Power Gas Engine. Also ground on which the elevator stands 160x100 feet. Price Ten Thousand Dollars (\$10,000) if taken soon. Also have big coal trade. Address Gasoline, Box 3, Grain Dealers Journal, Chicago.

14,000 BUSHEL CAPACITY ELEVATOR for sale; located in Indiana on direct line to Toledo, Detroit and Chicago. Electric power, handles 175,000 bushels of grain—\$3,000.00 Grinding and \$50,000.00 retail business. This is a money-maker and have best of reason for selling. Address Money Maker, Box 3, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATOR AND FEED MILL for sale. Built of cement, 36 x 36, double track line. Jackson County, Wisconsin. A bargain, \$3,000, half cash, balance 6%. Address Jackson, Box 6, Grain Dealers Journal, Chicago.

CENTRAL IOWA ELEVATOR For Sale. Capacity 18,000 bushels, electric power, \$13,500.00 for quick sale. County Seat town. No competition. Located in best grain section of Iowa. Address County Seat, Box 6, Grain Dealers Journal, Chicago.

MAD RIVER VALLEY ELEVATOR for sale, 7,500 bushels capacity. Located on Erie Railroad, Champaign County, Ohio. Electric Power. No better land on this continent than around this plant. \$4,500 for quick sale. C. S. Petry, Troy, Ohio.

A BARGAIN—10,000 Bushel Cribbed Transfer and Shelling in Transit Elevator at Fort Madison for sale. 8 horse power gasoline engine and 30 horse power steam engine and boiler. Could be wrecked and easily moved. Address Madison, Box 6, Grain Dealers Journal, Chicago.

FOR SALE AT A BARGAIN—15,000 bushel Grain Elevator and 50 barrel Midget Flour Mill attached. Will sell mill or elevator separately if don't want both. We do extensive shipping business in grain and have a good local demand for flour. Fine crops of wheat, corn, kaffir, and milo. Located at Watonga, Oklahoma, which is county seat of Blaine County and one of the best grain sections of the state. Want to get out of elevator and milling business and will give somebody a bargain. Can make terms if desired. Will sell separately or together, as desired.

MARSHALL GRAIN CO.,
Grain Exchange Bldg., Oklahoma City, Okla.

ELEVATORS WANTED.

WANT TO TRADE 150 stock and grain farm two miles from West Iowa for a good elevator located within one hundred miles of Burlington, Iowa.

A. D. HAYES,
New London, Iowa.

IF THE ELEVATOR you want to buy is not advertised in the "Elevators For Sale" columns, make your wants known under the "Elevators Wanted" columns and you will quickly get full information on many desirable properties not yet advertised.

DO YOU OWN AN ELEVATOR in Cass, Carroll, Clinton, Tippecanoe, Benton, Warren or Tipton Counties? Do you wish to sell? If so, write to me. Have a cash customer for the right point in any one of the above counties. Nat Claybaugh, Elevator Broker, Frankfort, Indiana.

ELEVATOR BROKERS.

JOHN A. RICE, exclusive elevator broker, Frankfort, Indiana.

IF YOU WANT to sell or exchange your property, write to me. John J. Black, 57th Street, Chippewa Falls, Wis.

ELEVATOR BUYERS SAVE TIME AND MONEY BY WRITING ME WHAT YOU WANT. I HAVE IT OR WILL GET IT. NAT CLAYBAUGH, elevator broker, Frankfort, Ind.

MALE HELP WANTED.

ELEVATOR MAN Wanted of experience at modern country Illinois elevator, gasoline power used. Address Box 137, Champaign, Illinois.

GRAIN ELEVATORS CARPENTERS, Millwrights Wanted, Eighty-five Cents an hour and transportation. Address P. O. Box 103 Bloomington, Illinois.

PARTY WANTED to furnish line of mill feed to be sold in elevator on a percent. Good location in Bourbon County, Kans., in good dairy district. No other feed store in town. Address District, Box 6, Grain Dealers Journal, Chicago.

MAN WANTED with experience in export trade in Grain or Flour, who understands cabling and handling of documents to England and the Continent. References required. Address Continent, Box 6, Grain Dealer Journal, Chicago.

ASSISTANT TRAFFIC AND SALES Manager wanted by Wholesale Grain Company. Must be thoroughly experienced in rates and transit matters. Prefer man with executive ability and with some knowledge of export business. Good opening for right party. In reply state age, experience, references and salary expected. Address Wholesale, Box 6, Grain Dealers Journal, Chicago.

GRAIN ELEVATOR MACHINERY ENGINEER Wanted. We desire to associate with us at our Kansas City Branch a high grade man thoroughly versed in grain elevator machinery; also power transmission and conveying machinery. Must be able to advise customers as to their requirements, to plan elevator machinery layouts, make detailed machinery lists and sell same. An unusually good opportunity. Address our home office. Great Western Mfg. Co., Leavenworth, Kans.

OFFICE SUPPLIES.

MUTIGRAPHS, Addressographs, Duplicators, Folders. Less than half price. Guaranteed one year. Office Machinery Co., 22 Quincy St., Chicago, Ill.

SAFES—Large stock of new and used safes on hand. Protect your valuable papers. Prices reasonable. The Howe Scale Co. of Ill., 512-514 St. Charles St., St. Louis, Mo.

FOR SALE—Burroughs, Wales, American, Dalton, Standard, etc., adding machines, half retail prices, fully guaranteed. Typewriter bargains, all makes. Get illustrated catalog and bargain list. Minnesota Typewriter Exchange, Department G, 236 Fourth St. South, Minneapolis, Minnesota.

BAGS FOR SALE.

BURLAP BAGS OF EVERY KIND FOR SALE; new or second-hand, plain or printed with your brand; seamless Cotton Grain Bags; Sample Bags; Burlap, Cotton Sheeting or Paper for Car Lining, etc. Wanted: Second-hand bags, best prices paid.

WM. ROSS & CO., 409 N. Peoria St., Chicago.

MACHINE WANTED.

700 BUSHEL MEDIUM SCREW WHEAT Cleaners, five Bushel Richardson Scale, and 150 Bushel Fairbanks Hopper Scale wanted. Address Medium, Box 2, Grain Dealers Journal, Chicago, Illinois.

SITUATION WANTED.

SITUATION WANTED: Solicitor with large acquaintance in Iowa will consider position with firm having some business in this territory. Address Territory, Box 6, Grain Dealers Journal, Chicago.

WHEN the first ring of the door bell is not answered, don't conclude that the folks are not at home. This applies to Journal "Wanted—For Sale" advertising. Ring again.

EXPERIENCED Grain Man wants position as manager of first class elevator of 75 M capacity or over. No objection to side lines. References. Address Able, Box 6, Grain Dealers Journal, Chicago.

COMPETENT Grain man of several years experience desires position as manager of Farmers or Line Company elevator in good town. Good bookkeeper and best of references furnished. Address Grain Man, Box 4, Grain Dealers, Journal, Chicago.

EXPERIENCED MANAGER Wants position in thirty days; experience in grain, flour and feed, coal and implements; prefer Iowa or Illinois. Expect good salary and expect to earn it. Address Good Salary, Box 5, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN wants position as Elevator Manager or Grain Buyer. Can furnish best of references. Am employed at present but desire change. Kansas preferred. Address Kansas, Box 2, Grain Dealers Journal, Chicago, Illinois.

AN ADVERTISER in our Situations Wanted Columns says after one insertion: "I have so far received about five letters and who knows how many more I will get before the week is over. The Journal is the best advertiser of all the papers I know."

POSITION WANTED as Manager of Grain Elevator. Twenty-eight years old. Can give best of references and bond if required. Nine years experience. Am at present employed but can come on ten days notice. Address Leslie, Box 5, Grain Dealers Journal, Chicago.

SITUATION WANTED as General Superintendent of elevator with capacity upwards of 500,000 bushels. 30 years of age, and have had 12 years' experience with a very large grain and elevator corporation in Chicago. Am employed at present but can make change at any time. Will go any place where salary and working conditions are agreeable. Address Conditions, Box 6, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN MAN Wants position as manager for line elevator company, Iowa or Nebraska preferred. Am thoroly capable of handling large volume of business, have had four years experience buying grain. Married, age 27. Must be a man sized job with a good future. Can furnish best references and bonds. Am at present employed but desire change for best reasons. Ready after November 1st. Address Best Reasons, Box 5, Grain Dealers Journal, Chicago, Illinois.

PERSONAL INTERVIEW Wanted with manager or owners of Line Elevators. Who is in need of a level headed, experienced operator. Prefer Nebraska or Colorado. Am handling a 45,000 bushel plant and can remain as long as I desire. But am going to make a change. Will and can give any kind of references desired and have satisfactory reason for the change. Address Plansifter, Box 6, Grain Dealers Journal, Chicago.

TRADE WANTED.

WILL TRADE Farm for Grain Elevator. J. S. Coon, 464 Transportation Bldg., Chicago, Ill.

BOILER FOR SALE.

35 H. P. BROWNELL BOILER For sale, complete with fittings and new feed pump.

35 H. P. Center Crank self contained steam engine. Will sell cheap. The Lena Grain Company, Conover, Ohio.

ONE 36" 12' HORIZONTAL Tubular Boiler, in good condition, for sale, with new full Henry front and 50' of good smokestack. Offer f. o. b. cars complete at \$200.00. Boiler can be inspected at Winchester, Indiana. Goodrich Bros. Hay & Grain Co., Winchester, Indiana.

MILLS FOR SALE.

FOR SALE—Well equipped 100-barrel mill in Rocky Mountain territory, with advantage of natural gas for fuel. Present owners retiring account poor health and other interests. Address Rocky Mountain, Box 10, Grain Dealers Journal, Chicago, Ill.

BUSINESS OPPORTUNITIES.

ELEVATOR, FUEL and MACHINERY Business for sale. Established trade. In locality where there is no failure of crops. Will consider land in trade.

OSCAR LEE,
Cogswell, North Dakota.

AN OLD ESTABLISHED FEED and GRAIN business with side lines, for sale. Located in rich farming country. No competition. Will sell half or all. A big bargain if sold at once. Address Farming, Box 6, Grain Dealers Journal, Chicago, Illinois.

CHANCE OF A LIFE TIME—Will sell entire or part interest with management of one of the best grain proposition in Central Illinois. Fine new buildings. Good money maker. Quick possession. Address Proposition, Box 5, Grain Dealers Journal, Chicago, Ill.

MINNESOTA GRAIN, COAL AND FEED business for sale or rent, consisting of twin elevators, coal pocket and sheds. Equipped with electric motors and gas engines. Good country, oiled roads. Well established business. Must sell on account of closing estate. Address J. H. Dobie, Mapleton, Minnesota.

The best way to dispose of anything is by advertising. You may have something to sell or trade which would be of advantage to many who are unaware of the opportunity offered because you are not letting it be known to our subscribers through the columns of the Grain Dealers Journal.

FOR SALE OR TRADE: 332 Acre Farm in Pike County, Illinois, one mile from Meredonia and 25 miles west of Jacksonville. All well tiled and improved. 150 acres going into Winter Wheat. State aid highway from Springfield to Quincy goes by farm. Farm leased for 1921. Will consider part in trade. Price \$250.00 per acre.

CONSUMERS FUEL & FEED CO.,
145 E. Waters Street, Galesburg, Ill.

GRAIN AND COAL Business For Sale, well established and making money, run on cash basis. Has good trackage property with substantial improvements. Grain house, elevating machinery, chop mills, electric motor power, Hay Barns, Warehouses, etc., for handling wholesale and retail business. Located in modern little city, one of the most prosperous sections of the Union, center of shallowwater irrigated district of Panhandle of Texas. Big wheat crop moving, large grain crop following. Two seasons' run will pay for the plant. If you want a good investment and a live business, you can't beat it. Address Box 145, Plainview, Texas.

MACHINES FOR SALE.

FOR SALE: BIG LOT of elevator belting and cups, No. 9 Clipper, No. 1 Monitor Receiving Separator, Elevators, Shafting, Pulleys and Hangers. 20 carloads of everything in the elevator and milling line. A. D. Hughes Co., Wayland, Mich.

IF YOU WANT A MACHINE that is not advertised here, ask for it. Make your wants known. Some one wants to sell the machine you need, but hasn't started advertising it.

FOR SALE:

Having disposed of our business we offer two sets of Fairbanks ten ton scales, never unboxed; also two partially built elevators. The Bennett Commission Company, Topeka, Kansas.

FOR SALE:

One Western Corn Sheller \$100.00.
One Sheller Feeder \$50.00.
Both of the above in good condition and used but very little. E. W. Volkman, Woodbine, Kansas.

ENTIRE CONTENTS of small but first class flour and feed mill at Cedarville, Ohio, for sale, including first class gas engine, scales, belting, grinding machinery, corn sheller, etc. Inquire The Hagar Straw Board & Paper Co., Cedarville, Ohio.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo-Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE CHEAP.

150 Barrel Fairbanks Hopper Scale, also vats, casks, ice machinery, compressors, shafting, piping, pulleys and machinery of all kinds of Chicago Brewery Co., 1269 W. North Ave., Chicago. Phone Randolph 1372 or write W. D. SAGER, 330 E. N. Water St., Chicago, Ill.

FOR SALE:

Gas Engine, International I. H. C. Horizontal, No. D1640, Speed 250, 15 H. P., also 32 inch grist mill, scales, elevators and line shafts. Address Mark Grisham, Newbern, Tennessee.

FOR SALE:

1-15 H. P. Otto Gasoline Engine.
1-30,000 Lb. Capacity Type Registering Howe Hopper Scale in excellent condition.
1 New Mattoon Car Loader.
STAFFORD GRAIN & SUPPLY CO.,
Stafford, Kans.

LEATHER RUBBER BELTING CANVAS STITCHED

An Enormous Stock of New and Used Power Transmission Machinery, Belting, etc.

TEUSCHER AND SON
MACHINERY SUPPLY CO.
527 N. SECOND ST. ST. LOUIS, MO.
Send for No. 18A BARGAIN PRICE LIST

MACHINES FOR SALE.

ONE ELLIS GRAIN DRIER For Sale. Capacity 350 to 400 bushels per hour. In fine condition.

Risser Rollins Co.,
Kankakee, Ill.

FOR SALE:

225 ft. 24 inch six ply elevator belt used ninety days, also buckets for same.
E. G. RALL GRAIN CO.,
Fort Worth, Texas.

ELLIS THREE-UNIT—10 Portable Grain Dryer for sale, practically new. Complete with all fittings. 180 bushels per hour capacity. A big bargain for quick sale. The Lena Grain Company, Conover, Ohio.

FOR SALE:

2 No. 6 Monitor Clover Separators.
1 No. 6 Monitor Special Timothy Machine.
2 No. 16 Clipper Mills.
All new machines. Immediate Delivery.
The Continental Seed Company,
Lock Drawer 730, Chicago, Ill.

FOR SALE:

One No. 2 New Marseilles Snapped Corn Sheller equipped for warehouse shelling. First class condition. Shelled only 25,000 bushels. Are installing larger sheller. Have full list of repairs for Sheller when needed. Price \$350.00.
PRUITT-CALDWELL GRAIN CO.,
Alex, Oklahoma.

DO YOU want a machine or machinery? Have you a machine or machinery which you do not use or do not want? Do you enjoy having discarded machines and machinery laying around in your way, to rust out, or would you prefer to exchange it for elevator supplies you need? Use this department. Get what you want. Put your idle capital to work.

MACHINERY

For Grinding, Elevating and
Conveying all kinds of grain
of standard makes, from
smallest to largest
capacities.

**NEW
AND 2ND
HAND
REBUILT
FLOUR
MILL
MACHINERY**

**GOOD
AS
NEW**

**Big
Stock**

We have the Largest
Stock of 2nd Hand Flour
Mill and Elevator Machinery
in the World.

Belting, Pulleys, Shafting, Elevator
Buckets and Conveyor Bolting
Cloth and Roll Grinding.

Write for Net Price Book No. 75-B

B. F. GUMP CO.
THE MILL SUPPLY HOUSE
431-437 South Clinton Street, CHICAGO, ILL.

MACHINES FOR SALE.

ONE NO. 32 "Eureka" Oat Clipper, fitted with shoe, for sale. Machine runs right hand, with sun, and is in excellent condition (shop overhauled). Capacity 400 bushels per hour. Net price \$185.00. Worth double.
S. HOWES CO.,
Silver Creek, N. Y.

THE FOLLOWING are for sale cheap as they are too small for our work:

- 1-12 H. P. Charte Gas Engine.
- 1-60 Foston Cleaner.
- 1-18 inch Attrition Mill.

FARMERS GRAIN & MILLING CO.,
Powell, Wyoming.

ANY KIND, ANY SIZE, ANY PRICE gasoline engine which is not in use and which you wish to sell, will find many ready buyers if advertised in the "Gasoline Engines" column of the Grain Dealers Journal, Chicago. Try it.

REAL BARGAINS.

Prompt Attention. Quick Shipments. When in need of elevator or mill machinery, notify us. We are headquarters for power and transmission equipment, and have on hand several well-known makes of motors, boilers, engines, etc.

Send us list of all your wants. We can supply you with full line of machinery for elevators, flour, corn and cereal mills. Complete equipments for modern mills of all kinds, molasses stock, and poultry feed plants, plans, specifications, flow sheets, etc., our specialty.

Write us without delay.

Geo. J. Noth, Mgr.,
9 S. Clinton St., Chicago, Ill.

EXPERIENCED HELP, such as managers for country stations, foremen, auditors and employees needed in the grain business are readily secured thru an ad in the "Help Wanted" column of the Grain Dealers Journal, Chicago.

ENGINES WANTED.

USED OTTO AND FAIRBANKS-MORSE Gasoline Engines Wanted. Describe condition and state price. Address Otto, Box 5, Grain Dealers Journal, Chicago, Illinois.

WANT ADS WORK WONDERS.

They sell elevators, find help and partners, secure machines and engines which you want, and sell those for which you have no further use, and perform a myriad of kindred services for shrewd people who use them regularly. **READ and USE THEM.**

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27 Years
Manufacturers
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COLUMBIA SCALES are the BEST

"SAVE REPAIR BILLS"

Because they are easy to build, simple in construction, well made and retain their accuracy longer than any scale on the market—COLUMBIA SCALES are being used by practically every feed, coal, ice and material dealer in Chicago. **THERE MUST BE A GOOD REASON.**

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Telephone Albany 4
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F. Beuckman & Son, Props.

CHICAGO, ILLINOIS

We maintain a large modern repair and testing department where we overhaul any make or capacity of scale, also keeping a good stock of repair parts. Competent men furnished to take out and install your scale.

ENGINES FOR SALE.

ONE 16 H. P. Gasoline Engine for sale. Also 8 warehouse trucks. M. Lydon, 347 13th Ave., N. E. Minneapolis, Minn.

FOR SALE AT A BARGAIN 32 Horse power Fairbanks Engine. Address Fred Cramm, Hutchinson, Kansas.

ONE 12 H. P. TYPE N. P. Fairbanks-Morse Oil Engine for sale. Address EQUITY UNION MERC. EXCHANGE, Byers, Kansas.

30 H.P. STOVER ENGINE For Sale. Engine latest type, new, used about two weeks. Reason for selling, replaced by motor. Priced worth the money.

MOSS MEAD GRAIN CO.,
Nevada, Missouri.

FOR SALE:

One 30 H. P. Columbus Gasoline Engine, cheap.

One 3 H. P. International Gasoline Engine.
C. FRANK & STECK,
Valley City, Ohio.

ONE 8 H. P. FOOS TYPE SK Gasoline or Kerosene Engine for sale. This engine is new and has never been uncrated. Has a 12x10" Clutch pulley. Reason for selling is that we have installed electric motor. Address Farmers Elevator Company, Green Mountain, Iowa.

ENGINES FOR SALE.

ONE 15 H.P. CUSHMAN Vertical Gasoline Engine for sale. In first class condition. Price \$225.00.

Also one 11 H.P. Monitor Vertical Gasoline Engine in first class condition. Price \$200.00 f.o.b.

Reason for selling—have installed larger engines.

J. C. PEARSON,
Marshall, Oklahoma.

FOR SALE at a bargain, the following Gas Engines:

1—15 h.p. Otto Engine, speed 260.
2—3 h.p. International Engines, speed 600
These Internationals will burn either Kerosine or Gasoline.

The above engines were used one week as emergency power in our factories during the recent coal shortage and are as good as new. Address Purchasing Department, G. S. Blakeslee & Co., Cicero, Illinois.

Don't get "down in the dumps" and be discouraged because you have no position. What you need is a Journal Want Ad. There is a Job for you and do not forget it. There is a job for every man of industry and good habits. The Journal reaches the man who is looking for you and tells your case to him. No other method is so good for getting a job in the grain line. No other method converts discouragement into encouragement so quickly.

ENGINES FOR SALE.

FOR SALE:

Atlas 100 H. P. Engine. Can be seen running. Reason for selling, changing to electric drive. A bargain. Straube Piano Co., Hammond, Indiana.

GET MY PRICES on Rebuilt Fairbanks Morse and International Oil Engines, any size. Prices will surprise you.

A. H. BOSWORTH,
Clinton and Adams, Chicago, Ill.

DYNAMOS AND MOTOR BUYERS are reached in largest numbers and less expense by offering them for sale in the grain trade's accepted medium for power bargains—the "Dynamo—Motors" columns of the Grain Dealers Journal, Chicago.

FOR SALE BY OWNERS:

1-100 H. P. MUNCIE OIL ENGINE. USED ABOUT THREE MONTHS. ABSOLUTELY AS GOOD AS NEW. DISMANTLING ORE MILL. FOR FULL PARTICULARS WRITE

C. J. METTLER,
c/o Deister Concentrator Co.,
FORT WAYNE, INDIANA.

LOST—STRAYED—OR STOLEN.

LOST OR STOLEN B/L. One of our members advises that B/L covering car IC 46446, consigned to A. C. Mathews & Co., of Ft. Worth and diverted to Galveston, has been lost or stolen. They requested me to notify the members not to buy this car of wheat. This notice was given several days ago.

TEXAS GRAIN DEALERS ASS'N.,
Fort Worth, Texas.

SEEDS FOR SALE—WANTED

SEEDS FOR SALE.

A big crop of excellent quality timothy seed. Some new clover. Write for prices and samples.

A. D. HAYES CO.,
New London, Iowa.

WANT TO BUY Pigeon grass screenings, wild mustard seed screenings and elevator screenings. Send samples and prices delivered New York.

J. A. BARRY,
29 Broadway, New York, N. Y.

FOR CORN IN SHUCK
FOR FEEDING STOCK
Wire or write
J. N. FLORES & BRO.,
Floresville, Texas.

"POTATOES FOR SEED OR TABLE USE"

For Sale
In car or local lots,
Bulk or in sacks.

For prompt or deferred shipments
September and October Months.
Wire, phone or write for price.
F. H. KUECK, Manager,
Kenesaw Mill & Elevator Co.,
Kenesaw, Nebraska.

SCREENINGS WANTED.

OFF-GRADE WHEAT, BARLEY, Corn or Oats, Wheat Screenings, Corn Screenings, Corn Bran, Oat Screenings, Oat Clippings, Barley Screenings, Barley Chaff or elevator screenings of any kind wanted. Please send samples. B. J. Burns, 324 Chamber of Commerce, Buffalo, N. Y.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100 pound sacks are our specialties. We are now manufacturing a full line of corn goods, cracked corn, feed meal, corn and oats chop, Ohio Farm feed, shelled corn and standard oats, in connection with our flouring mill. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, Ohio.

MILLET SEED in car lots for sale. Early Fortune, Hog, Common (golden) and Siberian. Reimer Smith Grain Company, Holyoke, Colorado.



SEED BUYERS AND SELLERS can quickly sell any quantity or buy any amount or quality by making their wants known through the "Seeds Wanted—For Sale" columns of the Grain Dealers Journal, Chicago, Ill.

FOR SALE SUNFLOWER SEED WANT TO BUY BUCKWHEAT

P. L. ZIMMERMANN CO.
ST. LOUIS, MO.

COURTEEN SEED CO.

Milwaukee,
Wisconsin
Clover, Timothy, Grass Seed
Grain Bags

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GRAIN DEALERS JOURNAL

305 So. La Salle St., Chicago, Ill.

Gentlemen:—In order to keep us posted regarding what is going on in the grain trade outside our office, please send us the *Grain Dealers Journal* on the 10th and 25th of each month. Enclosed find Two Dollars for one year.

Name of Firm.....

Capacity of Elevator.....

Post Office.....

..... bus.

State.....

Use Universal Grain Code and Reduce our Tolls.

SEEDS FOR SALE—WANTED

Field and Grass
Seed Trade Directory

ARNHEM, HOLLAND.

Wm. E. Busgers & Co., European fancy natural gr. sds.

ATCHISON, KANS.

Manglesdorf Seed Co., The, wholesale seeds.

BALTIMORE, MD.

Belt Seed Co., The, importers & exporters seeds.
Wm. G. Scarlett & Co., wholesale seed merchants.

BELFAST, IRELAND.

McCausland, Sam'l, Ryegrass and Dogstail.

BUFFALO, N. Y.

Stanford Seed Co., Inc., The, wholesale field seeds.
Whitney-Eckstein Seed Co., wholesale seeds.

CHICAGO, ILL.

Dickinson Co., The Albert, seeds.
Illinois Seed Co., The, grass and field seeds.
Johnson, J. Oliver, seed merchant.
Continental Seed Co., seed merchants.

CINCINNATI, OHIO.

McCullough's Sons, The J. M., field and garden seeds.

CRAWFORDSVILLE, IND.

Crabbs Reynolds Taylor Co., grass and field seeds.
Crawfordsville Seed Co., seed merchants.

DES MOINES, IA.

Iowa Seed Co., buyers and sellers.

EVANSVILLE, IND.

Small & Co., W. H., seeds, grain and hay.

FARIBAULT, MINN.

Farmer Seed & Nursery Co., seed corn & grass seeds.

INDIANAPOLIS, IND.

Southern Seed Co., field and garden seeds.
Indiana Seed Co., The, grass and field seeds.

KANSAS CITY, MO.

Missouri Seed Co., wholesale exports and imports.
Peppard Seed Co., J. G., wholesale seeds.

LAWRENCE, KANS.

J. Underwood & Son, grass and field seeds.

LINCOLN, NEB.

Griswold Seed & Nursery Co., seed merchants.

LOUISVILLE, KY.

Hardin, Hamilton & Lewman, grain & field seeds.
Louisville Seed Co., clover & grasses.
Ross Seed Co., jobbers and exporters.

MERIDIAN, MISS.

Kimbrough Mitchell Seed Co., Southern seeds.

MILWAUKEE, WIS.

Courteen Seed Co., field seeds.
Kellogg Seed Co., grass and field seeds.

MINNEAPOLIS, MINN.

Dickinson Co., The Albert, seeds.
Minneapolis Seed Co., seed merchants.

NEWBERN, TENN.

Cole Seed Saver Co., Japan clover wholesale.

NEW YORK, N. Y.

Loewith Larson & Co., grass & field seeds.
Nungesser-Dickinson Seed Co., wholesale seed merchants.
Radwaner Seed Co., I. L., fld. & gr. seeds, ex. impts.

OKLAHOMA CITY, OKLA.

Marshall Grain Co., Distributors of Kaffir Milo.
State Seed Co., The, garden & field seeds.

PHILADELPHIA, PA.

Philadelphia Seed Co., Inc., The, wholesale field seeds.

ST. LOUIS, MO.

Kellogg-Huff Commission Co., seed grains, field seeds.
Manglesdorf, Ed. F. & Bro., wholesale field seeds.

ST. PAUL, MINN.

Jameson Hevener Co., shippers of field seeds.

SELMA, ALA.

Geo. M. Callen, seed grasses & hay.

TOLEDO, OHIO.

Churchill Grain & Seed Co., field seed, pop corn.
Flower Co., The S. W., seed merchants.
Hirsch, Henry, wholesale field seed.
Toledo Field Seed Co., The, clover, timothy.

WHITNEY-ECKSTEIN SEED CO.

Wholesale Seed Merchants

BUFFALO, N. Y.

CORRESPONDENCE INVITED

JOBBER AND EXPORTERS

ROSS SEED CO.

Ky. Blue, Orchard, Red Top, and all kinds
of field seeds Bought and Sold.

Louisville, Kentucky.

HENRY HIRSCH

WHOLESALE FIELD SEEDS

CLOVER — ALSIKE — TIMOTHY — ALFALFA

Our Specialty

All Other Field Seeds

TOLEDO - - OHIO

Send Samples

Millets and Seed Grains

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THE BELT SEED CO.

Importers and Exporters

Baltimore

We Offer Alfalfa, Red Clover and
Crimson Clover at Very
Attractive Prices

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GRASS and
CLOVER SEED

Buyers and Sellers of Timothy, Red Clover,
Alsike, Alfalfa, White Clover, etc.

NUNGESSER-DICKINSON SEED CO.

New York, N. Y., U. S. A.

The Manglesdorf Seed Co.

Sweet Clover, Alfalfa,

Soudan Grass, Millet, Rape.

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KANSAS

DEALERS

RAPE

SPRING VETCH

ALFALFA

CANARY SEED

JOBBER

I. L. RADWANER SEED CO.

SEED MERCHANTS

NEW YORK
CITY

IMPORTERS

EXPORTERS

The S. W. Flower Co.

WHOLESALE

FIELD SEED
MERCHANTS

SPECIALTIES

RED CLOVER, TIMOTHY
ALSIKE

TOLEDO
OHIO

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited.

Send us your samples.

TOLEDO, OHIO

SEED

We Buy
and Sell
all Varieties
of Grass
and Field
Seeds

The Albert Dickinson Co.
MINNEAPOLIS CHICAGO

If you want regular country ship-
pers to become familiar with your
firm name, place your "ad" here.

SEEDS FOR SALE—WANTED

SEEDS ANY and EVERY
KIND
CAR LOTS or LESS
The Nebraska Seed Co.
Omaha, Neb.

MISSOURI BRAND SEEDS
Specialists
KANSAS GROWN ALFALFA
MISSOURI GROWN BLUE GRASS
MISSOURI SEED CO.
KANSAS CITY, MISSOURI

J. Bolgiano & Son
Seed and Grain Merchants
Feed Manufacturers



We are especially prepared
to offer the trade

**Canada Peas, Sunflower,
Hemp, Bird Rape,
Canary Seed**

Red Clover, Crimson Clover,
Hairy Vetch, Spring Vetch,
Bird Vetches, Rye Grasses,
Alfalfa, Dwarf Essex Rape.

Send for Samples and Quotations

We are also buyers—all grains and
seeds. If you have interesting offers
send us samples and quotations.

J. Bolgiano & Son
BALTIMORE, MD.

Marshall Grain Co.

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Weights and Grades
Guaranteed at destination.

Responsible brokers wanted in all markets

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Oklahoma City, Okla.

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WE ARE BUYERS AND SELLERS

TIMOTHY—CLOVERS—MILLETS

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Send samples for bids

Ask for samples and prices

The Stanford Seed Company, Inc.
Wholesale Field Seeds ∴ **BUFFALO, N. Y.**

Crawfordsville Seed Co.
FIELD SEEDS
Crawfordsville Indiana

Crabbs Reynolds Taylor Company
CRAWFORDSVILLE, INDIANA
Buyers and Sellers
CLOVER AND TIMOTHY SEED—GRAIN

We Buy **SEEDS** We Sell
J. G. PEPPARD SEED CO.
Kansas City, Mo.

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WHOLESALE GRASS & FIELD SEEDS
Milwaukee, Wisc.
"THE HOUSE OF QUALITY"

THE ILLINOIS SEED CO.
CHICAGO, ILL.

WE BUY AND SELL

Field Seeds

Ask for Prices

Mail Samples for Bids

FLOWER, FIELD and LAWN SEED
J. OLIVER JOHNSON
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Prompt Shipment
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CLOVERS, TIMOTHY
GRASS SEEDS
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MILLETS
And A Full Line Of Seeds
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Headquarters for
RED TOP AND ORCHARD GRASS
BUYERS AND SELLERS
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AND ALFALFA
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Want a Job?—Advertise in the Situation Wanted
columns of the Grain Dealers Journal

The Burlington Grain Elevator
St. Louis, Mo.

75HP Westinghouse
Motor driving four elevator
legs used to raise grain from
ground to top of elevator.

For Every Operation

The Burlington Grain Elevator Company of St. Louis, Mo., with a capacity of 1,390,000 bushels of grain and a daily turnover of 55 carloads depends on Westinghouse Electrical Equipment for every process of handling.

This equipment, replacing a reciprocating steam engine, has enabled this company to maintain a maximum production, together with the greatest efficiency and economy.

Westinghouse Engineering Service is at your command to determine the best motor drive for every purpose in your mill.

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WESTINGHOUSE
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East Pittsburgh, Pa.

Westinghouse

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month at
305 So. LaSalle Street, Chicago, Ill., U.S.A.
Charles S. Clark, Manager

SUBSCRIPTION RATES to United States, semi-monthly, one year, cash with order, \$2.00; two years, \$3.60; three years, \$5.00; single copy, 15c.

To Foreign Countries within the Postal Union prepaid, one year, \$3.25; to Canada, \$2.75.

THE ADVERTISING value of the Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited. We will not knowingly permit our pages to be used by irresponsible firms for advertising a fake or a swindle.

LETTERS on subjects of interest to those engaged in the grain trade, news items, reports on crops, grain movement, new grain firms, new grain elevators, contemplated improvements, grain receipts, shipments, and cars leaking grain in transit, are always welcome. Let us hear from you.

QUERIES for grain trade information not found in the Journal are invited. Address "Asked-Answered" department. The service is free.

CHICAGO, SEPTEMBER 25, 1920

A GRAIN company which does not hesitate to accept the speculation earnings of its manager can not with good grace refuse to honor his losses.

KING CORN is rapidly losing all fear of a night attack by Jack Frost. The prospects are that the grain dealers will be kept busy many months finding a market for his highness.

COMMISSIONS on the percentage basis are much less remunerative to receivers of grain now that oats are selling at 50 cents instead of \$1.25 per bushel, and it is to be expected those markets that adopted the percentage basis during the war will return to the bushel basis that has been continued in the Northwest.

AN INDIANA FARMER who expended the returns from sixteen bushels of oats in the purchase of a pair of shoes, evidently permitted the shoe dealer to make an unfair profit, or else he bought a very expensive pair of shoes. The profiteering retailers either must be forced to join the come-down movement, or all farmers will complain, especially of the low prices of oats and corn.

GRAIN DEALERS who make a careful study of all the factors contributing to the successful conduct of their business know full well that every conscientious grain dealer is worthy of his hire, and more than justifies his employment by his efficiency, so it would seem to be his first duty to defend his calling against the shallow charge of unworthiness made by the Bureau of Markets and self-seeking agitators, who thrive by denouncing all middlemen.

STATE OR INTERSTATE freight on bids to the country have been giving the Missouri River markets so much trouble there is a move to have the state rates raised.

ANOTHER KANSAS SHIPPER is told of in our news columns this number of having purchased box cars of his own for forwarding his grain. Some shippers who have indulged in this extravagance have realized a handsome profit from their investment and also been in a position to do business every day, as they could send their cars to nearby markets and make the round trip nearly every week. While this helps to relieve the congestion at country elevators, it is not right that grain shippers should be put to expense for box cars.

REPORTS in news columns this number disclose the wrecking of two old-time wood elevators in order to salvage the splendid lumber they contained. It is somewhat of a sacrifice to wreck an elevator these days, but the average modern house can handle grain so much more expeditiously and economically that in many cases much money can be saved, even though nothing be obtained for the material contained in the old house. The improved arrangement and mechanical equipment of the modern elevator so greatly reduces the amount of manual labor required to handle a given quantity of grain, that the wonder is many houses were not wrecked years ago.

OBSELETE OR USELESS LAWS that impede or interfere with the progress of the grain trade should be repealed and grain dealers be given a fair opportunity to serve the public to the full limit of their capacity, without needless restriction or useless regulation. The average grain dealer recognizes his full duty to serve the public and strives to do his work efficiently and economically. Laws requiring grain buyers and millers to keep a certain number of cats, dogs and traps for the protection of farmers' grain and bags from rats and mice is right in line with the impractical law which required all buyers of wheat to test it in a wagon box. Judging from many of the fool laws now burdening our statute books, the sole ambition of the makers was to attain distinction for unquestioned idiocy.

THE SAFETY of workmen as well as visitors requires that all running machinery about an elevator be safeguarded and protected against all comers. In our North Dakota news column, this number, are related the distressing details of the killing of an eleven-year-old boy because a rapidly revolving shaft was not prevented from coming in contact with his clothing. Of course, all moving machinery in the offending elevator has since been thoroughly protected, but that will not help the little fellow whose life has already been sacrificed. Elevator operators and their employes owe it to themselves and to all visitors to safeguard every single piece of moving machinery, to the end that the lives of their dear friends and customers, as well as their own, shall not be needlessly sacrificed. Oct. 9 has been selected as "Accident Prevention Day." Start now. Do your part.

THE OUTLAW switchmen lost their strike and in the "interests of humanity" have returned to work. This will insure the prompter handling of grain shipments henceforth and a reduction of delays and interest charges on advances.

MONTANA'S WAREHOUSE COMMISSION has increased the fee allowed elevator men for cleaning grain from 1 to 2 cents per bushel, the handling charge, and fifteen days' storage from 2 to 4 cents on wheat and other grain, and from 3 to 6 cents on flax. If all operating expenses of the elevator are taken into consideration, it is certain that the grain elevator operators will lose heavily at the new rates. Of course, they will have a chance to get some of it back on grain which is sold to them, but it would seem more reasonable that each service performed should stand on its own bottom.

CARS LEAK GRAIN for a variety of good reasons, many of which have been told of and illustrated in the Journal, but elsewhere in this number is presented a new cause for cars leaking grain. A rail dangling from a moving car met the end of a box car laden with oats, with such force as to cut a clean hole thru the box car and its lining. While the loss of grain from this car is not known to have been large, the opportunity was there for a heavy loss. Of course, the carrier conscientiously sent a detailed report of the accident to the shipper of the oats, in order that he might feel perfectly justified in making a claim for the full amount of the "shrinkage."

WOOL POOLS in all states are slipping, and the consumer is glad of it. The professional agriculturalists in Missouri, Michigan, New York, Montana, and many other wool-growing states have misled the growers by inducing them to join pools in storing and holding their product. The minute any commodity goes into public storage, so that the buyers have reliable information regarding its quantity, the commodity in storage becomes a bear factor on the market, and generally depresses prices far more than the pool managers ever expected to boost them. This short-sighted policy of placing all your goods in the public show-case has always served to overcome the selfish greed of would-be profiteers.

SILLO BUILDERS generally waste not only their own opportunity when they obtain a contract to erect a grain storage elevator, but they also destroy the confidence of the owner in all silo builders and arouse him to a deep appreciation of the great economy of having that new elevator designed and erected by specialists, who understand the needs of the country grain elevator operator, as well as the stresses to which the grain storehouse is likely to be subjected. Elsewhere in this number are shown two views of the tile elevator at Sedgwick, Colo., which was reported to have been destroyed by an explosion. The only explosion in connection with this failure was the bursting of the elevator company's faith in the ability of the silo builder to put up a grain elevator suitable and strong enough for its needs.

ILLINOIS INVESTIGATORS of the tipping method of obtaining empty box cars have ventured the suggestion that the practice so common among would-be shippers has of itself caused a scarcity of box cars. The train crews keep them out of the way until they can collect their price for an empty.

ACCIDENTS reported in this number record the deaths of two elevator employes, the narrow escape of a third, and the death of a visitor. One elevator manager fell from the roof, another fell from a load of wheat which was being dumped, and a third, after thirty-seven years' employment in a Baltimore house, was whirled to eternity by a swiftly moving belt. The visitor was caught on the end of a rapidly revolving shaft. Caution and an effort to safeguard the machinery would have prevented two of these accidents, and might have prevented all.

MONOPOLY is not regarded with favor under the laws of the United States, as the raisin growers of California are learning thru the attorney general. Time was when the producer and the wage-worker were down-trodden and the average citizen acquiesced in legislation exempting them from the operation of the anti-trust laws; but when the favored organizations undertake to cash in on their exemptions by creating a monopoly and fixing prices, Mr. Average Citizen sees them in their true light as beneficiaries of class legislation. Already the thousands thrown out of work in the automobile industry see that the railroad workers have been the beneficiaries of the Adamson Act, a piece of class legislation.

BALTIMORE has had every reason to believe that the Pennsylvania Railroad would soon complete its large storage elevator, but late advices are to the effect that altho the foundation and bin bottoms have been completed, and much machinery is on the ground, the Pennsylvania does not contemplate completing the storage units needed, and it will continue to permit the storage of grain in box cars all along its tracks, until the congestion is relieved. This is sure to tie up the money of shippers, because interest will be charged on advances until the grain is unloaded and weighed into terminal elevator, and if the storage facilities are congested grain must be held in cars until the ocean carriers relieve the terminal elevators.

THE SOCIALISTIC IDEA of erecting "terminal elevators" at interior points, in the hope of creating a central market at public expense, may rest well with those who are willing to undertake any kind of a business enterprise, providing the Government pays the bill, but grain dealers should recognize that the grain business cannot be diverted from the natural channels of trade by a State-owned terminal, whether it be located in Idaho, Montana, or North Dakota. The taxpayers of these States would foot the bill, and the grain trade of the sections about these promised elevators may be filled with uncertainty, but the future of such business ventures on the part of the State must depend largely on the convenience and the needs of the merchants handling grain in the immediate neighborhood of the proposed elevators.

THE ADVANCE in freight rates has not boosted the prices of grain in the central markets as was predicted, but it has increased the difference between the prices ruling in the central markets and at the country elevators. The producers and consumers will eventually pay the increases granted the labor unions unless middlemen neglect to add it to their cost handling. The reduction in business caused by the great increase in the cost of transportation will send many men in weary search for other jobs.

WOULD-BE GRAIN SHIPPERS who have been unable to obtain empties, even though their elevators were full to the roof, must be greatly elated over the improving movement of freight over the grain carrying roads. Not all elevator operators are eager for cars, even though their houses be full of grain, because the decline in prices has made the central markets unattractive. Those who desire to market their grain shortly can increase the chance of getting cars by persistently going after the Division Superintendent and the General Freight Agent in charge of grain for cars. Some shippers find that written orders for cars always help them to secure the needed equipment.

GRAIN DEALERS everywhere will be interested in our Iowa news item about the explosion of the compressed air tank used in connection with a truck dump in the Farmers Elevator at Farragut. It seems that the accident was the culmination of a number of unexpected events. One of the operators had removed the safety valve from the air tank and screwed in a steel plug. Then, on top of this, the air compressor had unintentionally been kept in operation during a long run of elevating grain. Under such circumstances, the wonder is that any tank would have withstood the pressure as long as this one did. Operators of air compressors as well as other machinery owe it to themselves and their friends as well as their customers to watch all machinery cautiously and to operate it intelligently, lest they unintentionally issue free passes across the River Styx for themselves as well as their friends.

THE COST of growing oats on a Missouri farm the present season, according to Professor Green, of the Farm Management Department of the State University, was 75 cents per bushel at the farm, and the professor generously allows 7 cents per bushel for hauling it to the local elevator; so the real cost to the Missouri farmer this year was 82 cents. If the farmers were allowed a profit of 20%, the market price at the country elevators would be about 98 cents per bushel. Unfortunately, the consumers and buyers in the central marts do not appear as eager to buy as the farmers are to sell, so the price of oats sags far below the dollar mark. Farmers who bought back their own farms at three or four times the price they sold them at, must soon begin to appreciate the difference between the speculative value of farm land and the producing value. While they all insist they cannot afford to grow oats at 52 cents per bushel, it seems very likely that they will continue to produce them, even though buyers persist in reducing their bid.

Return to Normal in the Oats Market.

For the first time since the war began a normal condition has been restored in one of the cereals, oats.

The government forecast of one of the largest crops on record, 1,441,839,000 bus., is being vindicated by receipts each week recently in excess of 7,000,000 bus. at the western primary markets, the total from Aug. 1 to Sept. 25 having been 53,159,000 bus., against 45,056,000 for the corresponding period of last year.

The visible supply resulting from the increased movement into sight without a correspondingly increased outlet now stands at over 21,000,000 bus., and provides a balance wheel for the entire trade in oats.

Closing prices at Chicago Sept. 25 were 52½ for September, 57¼ for December and 60½ for May delivery, correctly reflecting the visible supply situation.

The normal condition now existing in the oats market eliminates all the worry over the car shortages, makes for leisurely and economical handling and assures a storage earning to every cash handler having room for oats. The spread of 7 cents between spot oats and the May delivery is one that can be taken advantage of by every dealer in hedging his stock in any position. This welcome change in conditions is one that shippers should not be slow to take advantage of.

What has happened during the early movement of the oats crop is very likely to occur during the early movement of the corn crop and for the same reason—a big crop harvested in sound condition. Altho new corn is not ready for shipment, the prospect that it will ripen well before frost has urged the country to let go of stocks of old corn and current arrivals are double those of a year ago.

COUNTRY ELEVATOR OPERATORS have so long permitted their farmer patrons to default on contracts for the future delivery of grain, that it is gratifying and encouraging to learn of country buyers who have persisted in farmers making good on their contracts. Two such cases are recited in the Iowa news columns of this number. The cause of the farmers' laxity in delivering grain sold is invariably traceable to the old-time lax method of business in vogue at country elevators. Many country buyers have not only permitted their patrons to default on contract when the market advanced to a higher figure, but they have also permitted some customers to deliver much grain which they did not grow, after the market had declined. It is perfectly natural and normal that farmers who have long been encouraged by such laxity to default on their contracts, should continue to default, even though some country buyers insist that their failure to deliver grain sold makes them liable to the buyer for his loss incurred in replacing the grain bought from them, but not delivered. Growers who are not willing to abide by their contracts should not enter into them. The grain dealer is so seldom permitted to do violence to the terms of his purchase and sale contracts, that few ever default, and the wonder is that any grain dealer will permit a grower to default on his contract.

Annual Meeting National Ass'n.

Preparations for the 24th annual meeting of the Grain Dealers National Ass'n to be held in Minneapolis, Oct. 11, 12 and 13, are nearly complete. Every grain dealer who can possibly spare two or three days from his business is making arrangements to be among those present at what promises to be a most enthusiastic meeting of grain dealers yet held. Most of the irritating restrictions and regulations of the Government have been removed.

Grain men from the South, East and Central States are planning to go via Chicago, leaving the windy city for Minneapolis either Sunday morning on the Burlington's "Daylight Special" or will take the Board of Trade Special on the Northwestern Sunday evening.

The tentative program so far prepared follows:

MONDAY, OCTOBER 11, 9:30 A. M.

Note—The first session of the convention will be held at the New Palace Theatre, one-half block from the West Hotel. All subsequent sessions are to be held in the regular convention room on the second floor of the West Hotel.

Call to order by the President.

Congregational singing led by Fred W. Haigh, of Toledo, Ohio, with W. W. Cummings, of Toledo, at the piano. (Each session of the convention will be opened with a few minutes of congregational singing, led by Mr. Haigh. This is merely to start the sessions off with verve and animation. Patriotic and popular songs will be sung.)

Invocation—Rev. Dr. John Tallmadge Bergen, Minneapolis.

Address of welcome on behalf of the City of Minneapolis—Hon. J. E. Meyers, Mayor.

Address of welcome on behalf of the Minneapolis Chamber of Commerce—B. F. Benson, President.

Address of welcome on behalf of the State of Minnesota—Hon. J. A. A. Burnquist, Governor.

Response on behalf of the grain trade—B. E. Clement, president of the Texas Grain Dealers Ass'n, Waco, Tex.

President's Annual Address—P. E. Goodrich, Winchester, Ind.

Report of Secretary-Treasurer Charles Quinn, Toledo, O.

MONDAY AFTERNOON SESSION, 1:30 P. M.

The Truth About Socialism—Peter W. Collins, Boston, Mass.

Transportation—Henry L. Goemann, Chairman, Mansfield, O.

Committee on Natural Shrinkage—Henry L. Goemann, Chairman, Mansfield, O.

Address—George Livingston, Chief of the Bureau of Markets, U. S. Department of Agriculture, Washington, D. C.

Uniform Grades—C. T. Doorty, Chairman, Buffalo, N. Y.

Telephone and Telegraph Service—George H. Davis, Chairman, Kansas City, Mo.

TUESDAY, OCT. 12, 9:30 A. M.

Address—Business and the Great War—Harry A. Wheeler, Chicago, Ill., first president of the Chamber of Commerce of the United States.

Legislation—A. E. Reynolds, Chairman, Crawfordville, Ind.

Address—Wayne Dinsmore, Secretary of the Horse Ass'n of America, Chicago.

Membership—Alex. W. Kay, Chairman, Chicago.

Merchant Marine—L. W. Forbell, Chairman, New York, N. Y.

Rejected Applications—H. E. Botsford, Chairman, Detroit, Mich.

TUESDAY, AFTERNOON SESSION, 1:30 P. M.
The entire afternoon will be devoted to three Group Meetings.

Group No. 1, composed of Terminal Market Dealers, will meet together.

Group No. 2, composed of country shippers, will assemble in a separate room.

Group No. 3, composed of Feed Dealers and Feed Manufacturers, will meet by themselves in a third room.

The meeting of terminal market dealers will be led by F. C. Vincent, pres. of the Kansas City Board of Trade, Kansas City, Mo. The chairman of the meeting of country shippers will be F. G. Horner, president of the Illinois Grain Dealers Ass'n, Lawrenceburg, Ill., while E. C. Dreyer, president of the Dreyer Commission Co., St. Louis, Mo., will be chairman of the meeting of feed dealers and feed manufacturers.

WEDNESDAY, OCT. 13, 9:30 A. M.

Reports from the Chairmen of the three group meetings held on the afternoon of Tuesday, Oct. 12.

Address—The Railroad Question From the Standpoint of Congress—Hon. John J. Esch, Chairman of the House Committee on Interstate and Foreign Commerce, and co-author of the Esch-Cummins Bill.

Crop Reports—W. S. Washer, Chairman, Atchison, Kan.

Address—Dr. R. Magill, Secretary of the Winnipeg Grain Exchange, Winnipeg, Man.

Trade Rules—F. E. Watkins, Chairman, Cleveland, O.

Arbitration Appeals—Elmer Hutchinson, Chairman, Arlington, Ind.

Report of Committee on Resolutions.

WEDNESDAY, AFTERNOON SESSION, 1:30 O'CLOCK.

Arbitration Committee No. 1—C. D. Sturtevant, Chairman, Omaha.

Arbitration Committee No. 2—George S. Bridge, Chairman, Chicago.

Arbitration Committee No. 3—S. L. Rice, Chairman, Metamora, O.

Arbitration Committee No. 4—G. E. Patteson, Chairman, Memphis, Tenn.

International Relations—Joseph Quintal, Chairman, Montreal, Que.

Milling and Grain Joint Committee—Thad. L. Hoffman, Chairman, Wichita, Kan.

Feed and Grain Joint Committee—A. W. Goodnow, Chairman, Boston, Mass.

Hay and Grain Joint Committee—W. H. Toberman, Chairman, St. Louis, Mo.

Demurrage—Seth Catlin, Jr., Chairman, Boston, Mass.

Unfinished Business:

Election and Installation of Officers.

New Business.

Adjournment.

ENTERTAINMENT.

For Ladies and Gentlemen.—Monday, Oct. 11—Orpheum Theatre at 8 p. m.

For the Ladies.—Tuesday, Oct. 12—At 10:45 a. m. chartered cars will leave Fifth street at First avenue north for Excelsior. At 12 m. chartered cars will leave Excelsior for a tour of the Lower Lake. At 1 p. m. a luncheon will be served at the Lafayette Club. At 3 p. m. the boats will leave Minnetonka Beach for a tour of the Upper Lake. At 4 p. m. the cars will leave Excelsior for Minneapolis, arriving at Minneapolis at 5 p. m.

For Ladies and Gentlemen.—Tuesday night, Oct. 12—Dinner at the Armory at 7 o'clock. The speaker of the evening will be Hon. Frank B. Kellogg, United States Senator from Minnesota.

this will be an easy task for him. Mr. Owen is lining up two flying squadrons, one for the Convention headquarters and one for the Chamber of Commerce floor, thus making sure that none of the visitors will be overlooked. He is also in charge of the ladies' reception com'te, composed of Minneapolis ladies who will receive and entertain the wives and daughters of the visiting grain men from the time of their arrival.

THE PROGRAM is equal to any ever prepared for the annual event of the grain men. Many speakers of National importance, as well as the best informed men of the grain trade, have already agreed to appear on the program. The Association has prepared some interesting programs in the past and secured some of the most prominent men in the country as speakers, including Senators, Governors and Ambassadors, so it is sufficient to say that this year's program will be as good as any ever offered before, in order to make every grain man feel that he will really miss something if he "plays hookey" from one session of the Convention.

Leaking in Transit

Grain dealers can help brother sufferers in the collection of claims for loss by reporting to Grain Dealers Journal, for free publication, car initials, number, place, date and condition of car seen leaking grain in transit.

Recently we have received reports of the following leaking or bad order cars:

M. & O. 18137 was leaking white corn at draw bar when going north on Wabash thru Symerton, Ill., Sept. 23.—Symerton Grain Co.

C. & S. 14040 passed thru Aberdeen, S. D., leaking wheat at the door on Sept. 22. Train was just pulling out for Minneapolis or the east. We notified the train dispatcher here at once by telephone.—C. W. Freeman, pres. Freeman-Bain Co.

Pa. 24322 passed thru Symerton, Ill. in a Wabash train on Sept. 18 leaking wheat.—Symerton Grain Co.

N. Y. C. & St. L. 26546 and 99555 were leaking wheat when they passed thru Grand Junction, Ia., on Sept. 17. They were on a thru eastbound train and both carried Updike Grain Co. tags.—Delbert Cramer, prop. Junction Grain Co.

Pa. 67214 passed thru Grand Junction, Ia., Sept. 17 leaking wheat. Car was on a thru eastbound train and carried an Updike Grain Co. tag.—Delbert Cramer, prop. Junction Grain Co.

C. M. & St. P. 82394 passed thru Grand Junction, Ia. on Sept. 17 leaking wheat. Car was on a thru eastbound train and carried an Updike Grain Co. tag.—Delbert Cramer, prop. Junction Grain Co.

40278 passed thru Waco, Tex. on Sept. 16 leaking wheat badly. Car was on an M. K. & T. train and was being pulled south by engine 864. Train was going so fast that I could not catch the car initials.—Early Grain & Seed Co.

C. R. I. & P. 43002 passed thru Waco, Tex. on Sept. 16 leaking wheat badly. Train was on the M. K. & T. and was being pulled south by engine 864.—Early Grain & Seed Co.

—54526 passed thru Waco, Tex., on Sept. 16 leaking wheat badly. Car was on an M. K. & T. train and was being pulled south by engine 864. Train was going so fast that I could not catch the car initials.—Early Grain & Seed Co.

C. R. I. & P. 4724 passed thru Waco, Tex. on Sept. 16 leaking wheat badly. Train was on the M. K. & T. and was being pulled south by engine 864.—Early Grain & Seed Co.

N. Y. C. 240828 was pulling out Lyonsville, Ind. on Sept. 15 leaking corn at side over truck. Was unable to notify conductor.—C. O. Wise, pres. and gen. mgr. Fayette Grain Co., Connorsville, Ind.

G. N. 210927 was in a south bound C. B. & Q. train passing thru Cushing, Neb. on Sept. 10. Car was leaking wheat badly. The train crew made repairs without setting the car out. Reported by our agent M. W. Oakeson. Write him for affidavit.—T. B. King, treas. T. B. Hord Grain Co.

I. C. 24589 was in the yards at Dinsdale, Ia., on Sept. 9 leaking yellow corn at the side of car which was badly bulged. There might have been 30 to 40 bus. of the corn scattered around the yard.—James H. Barrett, Cedar Rapids, Ia.

M. P. 29989 passed thru Lubbock, Tex. on Sept. 8 leaking wheat thru floor. Did not have opportunity to repair because train was moving.—Lubbock Grain & Coal Co.

A. T. & S. F. 28505 passed thru Lubbock, Tex. on Sept. 3 leaking wheat from a patched place in the side near the door.—Lubbock Grain & Coal Co.

A. T. & S. F. 31392 passed thru Lubbock, Tex. on Aug. 27, leaking wheat around the grain doors.—Lubbock Grain & Coal Co.

B. & O., 180112 was set out on siding at Clarksdale, Ill., on Sept. 6, leaking yellow shelled corn at the door post. Door was partly open and the seals were broken.—Kelley Durbin, mgr., Christian County Grain Co.

Convention Screenings.

Never before has there been so much interest stirred up over the annual convention of the Grain Dealers National Ass'n as shown this year. Grain men from the four corners of the country and from Canada are preparing to attend the meeting in Minneapolis on Oct. 11, 12 and 13. In some cases railroad and hotel reservations have been made for months and Minneapolis hotels as well as the railways leading to that city, are daily receiving wires for reservations. The total attendance last year at the National Convention was more than 1,500, but it is expected that this year's attendance will greatly exceed that figure.

MINNEAPOLIS is preparing a wonderful reception, a reception that the grain men will not soon forget. "Hub" Owen is chairman of the Entertainment Com'te. He has been placed in charge of the important duty of seeing that all the visitors have an enjoyable time. Judging from Mr. Owen's popularity among the trade and his "glad hand" nature,

Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

Weevil Out of Elevator?

Grain Dealers Journal: We have a small elevator, which has all flat bins without any covering over them except roof. The house we find has weevil in it. Will the Journal advise the best way to get rid of this pest?—Dadmun Brothers, Whitewater, Wis.

Ans.: Complete information for ridding an elevator of weevil were given on page 275 of the Aug. 10, 1920, number of the Journal.

Law on Testing Wagon Wheat in Nebraska?

Grain Dealers Journal: A law in effect in Nebraska in 1911 provided that grain buyers had to test grain by taking a cross-section from top to bottom of the wagon box. Buyers do not seem to be observing this law. Is it still in force?—J. B. Munger.

Ans.: A flood of bills regulating the grain and warehouse business was introduced in the Nebraska legislature in the winter and spring of 1915. Several were enacted into law, and one of these in Chapter VI, laws of 1915, repealed the vertical grain test law, so that it is no longer in force.

Who Gets the Freight Increase?

Grain Dealers Journal: The Grain Exchange at Omaha has ruled that receivers who are members shall collect interstate rates on all grain to Omaha, or 22½c per 100 lbs., while the state rate is about 20½c, or a difference of about 2c on each hundred pounds.

The railroads do not get this overcharge of 2 cents, and who gets it is the question in my mind, as I understand these rates were raised to benefit the railroads and not for the commission man to take from the country buyer, for I know there is some of this grain going into Omaha that has been sold on the state billing, and the shipper is charged for interstate billing.

Is this right? What can we do to have it remedied?—W. D. Gray, manager Farmers Elevator Co., South Ravenna, Neb.

Ans.: The rule of the Omaha Grain Exchange was not established to gouge the country shipper, but solely to fix a uniform basis for trading, and the interstate basis was selected because most of the grain moves interstate. The rule reads:

"On all floor trades or purchases to arrive in cash grain on the Omaha Grain Exchange, basis Omaha or Council Bluffs, the buyer shall deduct freight charges on the basis of the full amount of legal interstate rates as published by the carriers and on file with the Interstate Commerce Commission."

Under the rule the buyer gets the difference on the few cars that do not move interstate. It is estimated that 90 to 95 per cent of the grain arriving at Omaha moves into interstate commerce. To get the local rate in the shipper or buyer would have to pay the local rate out. The local rate to Chicago is 27 cents, the reshipping rate is 20½, this difference of 6½ wiping out all advantage of the lower intrastate rate into Omaha.

It is only on the few cars consumed at Omaha or moved back into the state that the buyer would get anything. If Nebraska millers or feeders would pay a premium for grain carrying the local billing the shipper would get the difference. On grain sold by sample on the floor of the Omaha Exchange there is no rule preventing a buyer from paying more for a carload of grain than it is worth for interstate shipment. On the Chicago Board of Trade for example there were two kinds of billings and different prices are made according to whether the billing is Illinois proportional or trans-Mississippi; and since the rate advance trades different prices are quoted on old or new basis.

Altho over-night bids to arrive must be uni-

form under the rule bids during the hours of 'Change can be made enough higher to give the shipper the difference, even if the interstate rate is deducted. In other words, there is nothing to prevent a buyer from giving the shipper part or all of the advantage which the rule allows the buyer, and under the force of competition in the market the shipper will get it.

Recovery for Hay Out of Condition?

Grain Dealers Journal: Over the 'phone we bot several cars of hay to be sound and No. 1, and we sold them the same way. On arrival the party to whom we sold 'phoned us that one car was wet and moldy. We personally then went to inspect the hay and found it damaged and we settled. We put the damaged hay into a warehouse, but have been unable to get a settlement from the party from whom we bot. Have we a legal claim?—P. J. McElroy.

Ans.: Buyer has a good claim against seller for breach of contract in shipping poor hay on a contract for No. 1, and should recover by suit.

Cubical Volume of Oats and Corn?

Grain Dealers Journal: We have discussed many times in our office the correct method of figuring cribs and bins to obtain the correct number of bushels bins and cribs will hold of ear corn and oats. We feel that the Journal should be authority on this subject and we wish it would give us the cubical contents in inches of one bushel of ear corn and also the cubical contents in inches of one bushel of oats, also, give the cubical contents of each in cubic feet.—F. R. Sack, Sales Mgr., Portable Elevator Mfg. Co., Bloomington, Ill.

Ans.: A bushel of ear corn is that quantity of ears that will yield 56 pounds when shelled; and therefore the bushel of ears will vary in size and weight according to the dryness of the corn, from 3,850 to 4,000 cubic inches, and will weigh 68 to 72 pounds.

The cubic contents of a bushel of oats is the same as that of a bushel of shelled corn, rye, wheat or barley, 2,150.42 cu. ins., or 1.244 cu. ft. plus. While 32 pounds is the standard bushel of oats the number of pounds that can be put into 1.244 cu. ft. of space will vary. Oats testing 34 lbs. will take less space and oats testing 28 lbs. will take more room.

Singular Cause of Grain Car Leakage.

Grain leaks from box cars for various reasons. Some leaks are caused by the inadequate coopering of cars suitable only for rough freight, some by the poor installation of grain doors and others by some of the "last trip" worn out freight cars going to pieces in transit.

According to John Dower, supervisor of weights, Merchants Exchange, St. Louis, a singular cause of grain car leaks came to the attention of that department that is entirely out of the category of the every day cause for leakage.

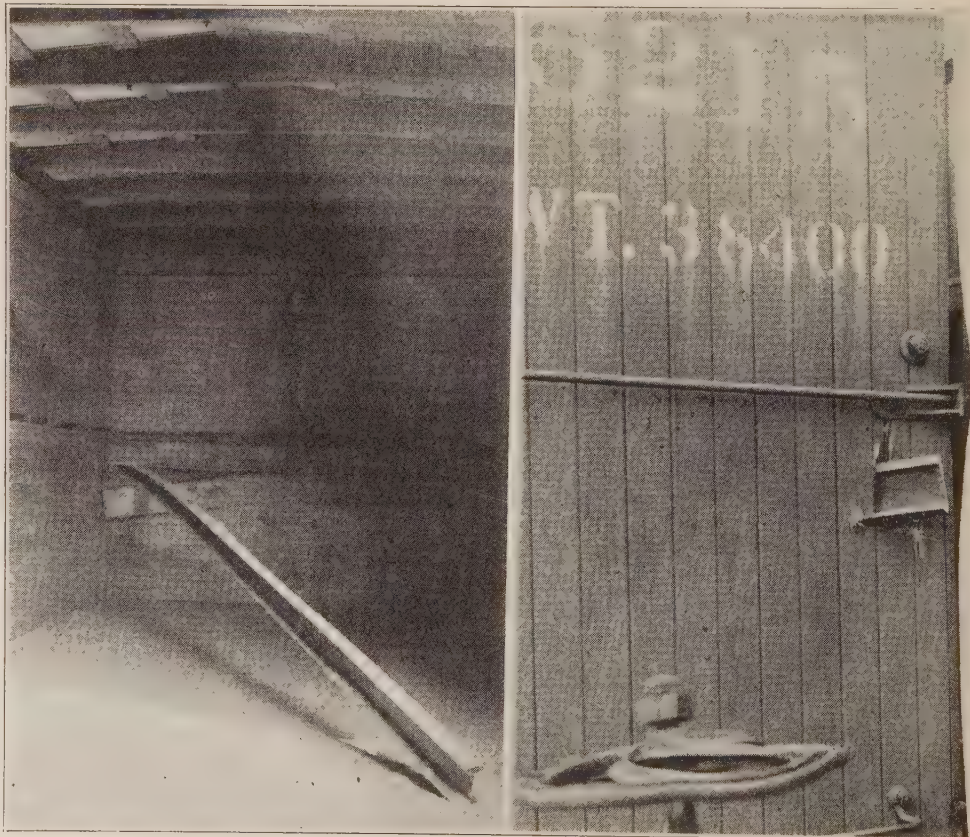
I. T. S. 5215 on Aug. 26 arrived at St. Louis loaded to capacity with oats consigned to the J. L. Frederick Commission Co. The car evidently had been pierced by a rail projecting from a car on a side track or from a car on an opposite track.

The rail, which was 18 feet long, made a clean cut thru the siding, extended thru the load of oats nearly over to the door on the opposite side of the car. The clean cut, the small hole and the 6 inches of the rail that projected are shown on the right half of the engraving herewith. A view of the rail as it looked inside the car after unloading is shown in the left half of the engraving.

According to Supervisor Dower, the space around the clean cut permitted the loss of a considerable quantity of oats.

W. A. BUNTING, a wealthy Jackson, Michigan, hay broker, added 1% to the weights of hay shipped according to the testimony of two of his employees at an examination held recently before a U. S. Commissioner at Lansing, Mich. Examination was held on a complaint of misuse of the mails.

THE TOTAL loans extended by the War Finance Corporation in aid of export trade amounted to \$45,494,644, of which the borrowers had paid back \$1,120,146 by Aug. 20; and the total of all loans at one time reached \$352,000,000, of which all but \$132,000,000 has been repaid, and most of the money not paid back is represented by loans to railroads and in the export trade.



Car of Oats Pierced by Rail at St. Louis.



Greetings From Hiawatha.

(The first Mayor of Minneapolis.)

And the noble Hiawatha,
With his hands aloft extended,
Held aloft in sign of welcome,
Waited, full of exaltation,
Cried aloud and spake in this wise:
"Beautiful is the sun, O strangers,
When you come so far to see us!"
All our town in peace awaits you,
All our doors stand open for you!
You shall enter all our wigwams,
For the heart's right hand we give you.
"Ne'er before had our tobacco
Such a sweet and pleasant flavor,
Never the broad leaves of our cornfields
Were so beautiful to look on,
As they seem to us this morning,
When you come so far to see us!"

—Henry Wadsworth Longfellow.

G. D. N. A. Conventions.

1920—Oct. 11-12-13, Minneapolis, Minn.
1919—Oct. 13-14-15, St. Louis, Mo.
1918—Sept. 23-24-25, Milwaukee, Wis.
1917—Sept. 24-25-26, Buffalo, N. Y.
1916—Sept. 25-26-27, Baltimore, Md.
1915—Oct. 11-12-13, Peoria, Ill.
1914—Oct. 12-14, Kansas City, Mo.
1913—Oct. 14-16, New Orleans, La.
1912—Oct. 1-3, Norfolk, Va.
1911—Oct. 9-11, Omaha, Neb.
1910—Oct. 10-12, Chicago, Ill.
1909—Oct. 6-8, Indianapolis, Ind.
1908—Oct. 15-17, St. Louis, Mo.
1907—Oct. 2-3, Cincinnati, O.
1906—June 4-5, Chicago, Ill.
1905—June 2-3, Niagara Falls, N. Y.
1904—June 22-24, Milwaukee, Wis.
1903—Oct. 6-8, Minneapolis, Minn.
1902—Oct. 1-3, Peoria, Ill.
1901—Oct. 2-3, Des Moines, Ia.
1900—Nov. 20-21, Indianapolis, Ind.
1899—Oct. 18-19, Chicago, Ill.
1898—Nov. 2-3, Chicago, Ill.
1897—June 29-30, Des Moines, Ia.
1896—Nov. 9, Ass'n formed at Chicago, Ill.

A mail vote is being taken by the Weighmasters Ass'n of the grain markets to decide whether they desire to hold their annual meeting in Minneapolis on Sunday, Oct. 10th, or not. The vote has not been completed but the majority of those responding are in favor of meeting on Sunday. The matter will not be decided, however, until all votes have been received.

All Aboard!

for the 24th Annual Meeting G. D. N. A. Minneapolis, Oct. 11, 12, 13

Night Special to Minneapolis.

At 6 o'clock p. m., Sunday, Oct. 10, a special train will leave the C. & N-W. Ry. terminal, Chicago, for those who wish to make the night trip. Besides the drawing, compartment and section sleeping cars this train will include an observation lounging car and a dining car in which will be served a specially prepared \$1.50 table d'hôte dinner.

The fare Chicago to Minneapolis is \$15.83. The Pullman rates including tax are, lower, \$4.05; upper, \$3.24; compartment, \$11.34, drawing room, \$14.58.

Those wishing to go on the night special should advise Mr. John R. Mauff, sec'y Chicago Board of Trade, as early as possible, stating the number of persons in the party and inclosing remittance to cover the accommodations chosen.

Grain Dealers Daylight Special for Minneapolis.

It is not often that members of the grain trade and their families have an opportunity to get together and fraternize en masse. The idea of making Chicago a rendezvous prior to departing for the convention city will strike every convention habitue as decidedly attractive. All dealers who attend the Minneapolis gatherings of the grain trade will be glad of the opportunity to join this congenial house-party on the daylight special. If the manner in which reservations are coming in is a safe criterion to judge by, as to the direction in which the wind is blowing, dealers South and dealers East "see the point" and the journey will be a happy one.

A Sunday morning departure is a convenient one and the all-day ride along the scenic Mississippi provides a distinct advantage, in that it will tend to foster the acquaintance of the members of the party and offers ample opportunity for them to talk over the many vitally important topics which will subsequently come before the convention, without loss of time from the office. The Daylight Special will land all in Minneapolis in time for a night of sound repose before the opening session.

To those who know its charm, the Burlington's Mississippi River Scenic Line affords one an opportunity to feast his eyes with many delightful scenes strung along one of the prettiest rides in this part of the country.

From Savanna, Ill., to Minneapolis, the route closely follows the eastern bank of the "Father of Waters." There is a fascination in this beautiful waterway, with its green shores and mighty bluffs, that lingers long after one has left its banks. It is not alone a stream of unwritten romance, rich in Indian legend and associated with the early French explorers, but its beauties are said to rank well with the palisades of the Rhine, the Hudson or the rushing Columbia.

The Burlington's Daylight Special for the Grain Dealers will provide observation, club and a la carte dining car service. It will leave the Union Passenger Station, Chicago, 9.00 A. M., Sunday, October 10th. Here's hoping you will join our band of warriors on this pleasant excursion into the land of the Dakotas.

Judging from the program of entertainment planned for the ladies, not only will the ones who have attended the previous G. D. N. A. meeting be there, but the number of the fairer sex on hand will probably be greatly increased.

Greetings to the Grain Trade.

Minnehaha will be there as well as many other attractions of the wonderful twin cities. Who does not remember the splendid hospitality extended to the grain trade by Minneapolis seventeen years ago? If you were there then, you are sure to want to go again and if not there, then it is all the more reason for your going now. If you have not before visited that delightful city and met the splendid men and women, come now and go with us.

Come along and forget hot oats, musty wheat and declining markets. It will do you good to mingle with your fellow members of the grain trade. Grain dealers have had a hard time during the past few years and you will find by talking to them that your troubles are not all the vexations there are in the grain trade. By consulting them, you may learn something to your distinct advantage. Anyway, you owe it to yourself to get away and see new faces and learn new things. It is a poor business and poorly managed that does not permit vacations especially when it takes you among men of your own calling. You will return home chuck full of a good time, new ideas and a resolve to make your business better, bigger and saner than ever in every way.

If you are a country shipper, we have arranged for an entire afternoon for your convenience so that you can get together with your fellow shippers where the utmost freedom will abound and talk shop and discuss problems that vex you. It will be your exclusive meeting with no other section of the trade to interfere.

If you are a terminal grain dealer, or track buyer or commission man, you will have a meeting with your fellows for the same afternoon, where you will be free to discuss anything of interest to your branch of the trade.

If you are a feed dealer or manufacturer, you will have your own private meeting presided over by one of your own. This is a departure and it's up to the interested members to make these divisional meetings such a success that they will become a permanent feature of our annual convention. If a failure this year, my successor will not care to attempt it next year. So all come along and help make it the BEST AND BIGGEST gathering of grain dealers ever held.

Yours very truly,

P. E. GOODRICH.

Winchester, Ind.

President.

The National Ass'n of Chief Inspectors has sent invitations to the Chief Inspectors of the country inviting them to meet in Minneapolis for their annual conferences during the meeting of the G. D. N. A.

QUARANTINE against the spread of the European corn borer has been extended to 16 additional towns in the States of New York, Massachusetts, and New Hampshire, which have been invaded by this pest since Aug. 15, it was announced at the United States Department of Agriculture Sept. 23. The towns are: Massachusetts—Lakeville, Plymouth County, and Medfield, Norfolk County. New Hampshire—Hampton and North Hampton, Rockingham County. New York—Amherst, East Hamburg, and West Seneca, Erie County; Mayfield, Fulton County; Charleston, Montgomery County; Poestenkill, East Greenbush, and Schaghticoke, Rensselaer County; Duaneburg, Schenectady County; and Middleburg, Schoharie, and Wright, Schoharie County.

Letters

[Here is the grain dealers' forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

Considerable Wheat Found in a Canadian Pacific Car.

Grain Dealers Journal: On Sept. 9 C. P. 58960 was set at our elevator for loading. Over three bushels of wheat were swept out of the car besides some that was left behind the car lining. Wheat was of poor quality weighing about 45 lbs. to the bushel. The car was on the Illinois Central R. R. This information may help some grain man collect a claim.—H. B. Price, sec'y and mgr. Farmers Elevator Co., Delavan, Ill.

Buffalo Weighing Department Controlled by the Corn Exchange.

Grain Dealers Journal: We notice on Page 384 of the Journal for August 25th, an item by O. L. Coon, entitled; "What is Wrong With Terminal Weights?"

In reading this article, the impression it gives is, that outside of Chicago, St. Louis, Omaha, Milwaukee, Minneapolis and Kansas City, the Weighing Departments are controlled and under the influence of the buyers and the owners of the elevators.

In justice to the Buffalo market I wish to correct this impression and advise country shippers through your paper, that Mr. Coon's statement is not correct as far as the market at Buffalo is concerned.

At Buffalo there is maintained by the Buffalo Corn Exchange, a Weighing and Inspection Department which is paid by the Buffalo Corn Exchange and is entirely independent of any receiver or any elevator owner.

The Inspection and Weighing Department is in charge of Mr. P. D. Connors, who has been in the position for some time and is thoroughly capable. He hires and discharges his men, places them at what elevators he sees fit or on what inspection tracks, and changes them from time to time.—Yours truly, H. W. Hudson, Chairman, Inspection & Weighing Department, Buffalo Corn Exchange, Buffalo, N. Y.

Order Bs/L Shud Be Forwarded Direct to Destination.

Grain Dealers Journal: Shippers should devise some means of getting order bills of lading to destination more promptly. When cars reach destination in advance of draft, railroads require a deposit of a certified check 25% in excess of the invoice value, in lieu of the bill of lading.

The only way receiver can avoid car service is to deposit this check. Formerly the railroads required only 10% of the value of the property, and generally they held the check until the consignee called with the bill of lading properly endorsed. At present, Memphis railroads are depositing the checks so received and requiring the commission men to come back several times before returning their money deposited as a guarantee.

One day recently we were required to deposit a certified check for \$2,000.00, altho the draft drawn against bill of lading was for but \$1,590.00.

All this trouble and expense for the receivers could be easily avoided if shippers would invariably instruct their local banks to forward bills of lading direct to bank at destination.

Sincerely hoping the members of the trade who are responsible for this delay and expense will soon see the error of their ways and prevent a repetition of the trouble, we are.—Memphis Dealer.

Resents for Country Shippers the Charge of Tipping for Cars.

Grain Dealers Journal: I have read with interest the articles that have appeared recently in the Grain Dealers Journal, especially that of Aug. 10th in regard to the practice which you claim to be in effect in many sections of the country of shippers of freight tipping trainmen in order to secure empty cars.

Prior to engaging in the grain business here I was connected with one of the large Western grain-carrying roads, and when I left its service I had held a position for several years as Trainmaster, the duties of which consisted principally of dealing with our trainmen. Since leaving the railroad I have, to a considerable extent, kept in close touch with what has been going on and I do not believe that the practice you refer to is as prevalent as you claim. I am sure that the railroad management would not tolerate tipping for cars and if the officials could secure positive proof in any particular case that the guilty party would be discharged immediately.

I am surprised that articles as to the bribing of switchmen and trainmen should be published in a reputable paper such as the Grain Dealers Journal, one that caters to the class of people represented as bribing employes with the purpose of getting more than their rightful share of the available car supply; in other words, to secure cars which belong to some other shipper.

There was a time when anyone who tried to bribe a railroad man would take a chance of being knocked down, and I am satisfied from my acquaintance with railroad men that it is yet true that a majority of them are not corruptible. Some might take money when it is foolishly offered and when it makes no change in their conduct, but I believe there are very few railroad employes who would invite bribes or make it necessary for anyone to pay money for services which the railroad pays them to perform.

I believe that in nine cases out of ten the trainmen or yardmen who take this money do not earn it, or try to earn it, and the payer gets no benefit because the cars are distributed according to orders and rules issued from the Superintendent's office, therefore the shipper who pays the money is not only a briber, but he is also a "sucker." Most of the money paid for cars is utterly wasted, as the railroad men who receive it just go ahead with their work as they would have done had the shipper kept away from them.

A shipper who bribes a railroad employe or furnishes money for that purpose is worse than the railroad man who takes the bribe, because shippers, especially grain shippers, are supposed to be men of higher moral sense. Judged by any standard of morals, a man who pays graft is worse than the man who takes it, and you might as well say that the bank robber is engaged in "borrowing" money from banks as to say that these grain shippers are "tipping" railroad employes.

There are many shippers, and possibly some railroad man, who would never think of bribery in connection with the distribution of cars, if they did not read about it, and it seems to me that you have chosen a most effective way to spread the evil of which you complain, because your paper goes to nearly all grain shippers, and after reading what you say, the man who has not been getting cars will immediately jump to the conclusion that someone else is getting them by this means, whereupon he is liable to adopt the same tactics.

The wording of your article is such that I feel that they are a direct insult to the grain

shippers who receive your paper, in that they cast a reflection upon their methods of doing business. It might be true that a few unscrupulous dealers are doing what you claim, but I think you will find that the greater part of the grain men have a higher moral standard of doing business than you give them credit for.—Pierce Blewett, owner Star Elev. Co., Jamestown, North Dak.

Cincinnati Weights Carefully Supervised.

Grain Dealers Journal: In the Journal for Aug. 25, page 384, Owen L. Coon alleges that only Chicago, St. Louis, Omaha, Milwaukee, Minneapolis and Kansas City have OFFICIAL weighing departments.

That Cincinnati weights are official despite Mr. Coon's unfounded assertions will appear from the following statement of facts:

About three years ago the grain and hay trade of Cincinnati re-organized and formed an organization separate from and independent of the Cincinnati Chamber of Commerce; and at that time, I was appointed executive sec'y and manager. One of the first steps was to improve the system of weighing in Cincinnati and to this end, a special com'te was dispatched to Chicago for the purpose of conferring with the weighmaster of the Chicago Board of Trade as to the system in vogue at that point. This com'te was composed of H. M. Brouse, our present first vice-president, and S. S. Reeves, our present acting traffic manager. When this com'te returned to Cincinnati a conference was held with the Cincinnati Freight Com'te, in which, as you know, all of the railroads entering Cincinnati are represented. We presented to the Freight Com'te our new plan for the operation of the weighing department, which included the district system. This territory was divided into Northern, Southern, Central, Eastern and Western districts and the various elevators, warehouses and mills in those districts were placed under the supervision and control of supervising weighers appointed by the executive sec'y and approved by the Board of Directors of this Exchange. We have ten supervisors. The system of rotation was inaugurated. Deputies are stationed at one plant for periods ranging from two weeks to one month. The operators and owners of the plants have absolutely no control over the actions of the supervisors and the men who are concerned in the weighing at those plants are completely under the control of the supervisor in charge. The supervisor has authority to suspend or remove any deputy weigher and such suspension or removal results in the discharge of the weigher stationed at that plant. This removal of men is effectuated on an agreement which each elevator, warehouse or mill has with this organization, under the provisions of Section 6, following:

Sec. 6.—The supervisors and deputies shall do all the actual weighing and shall, if required by the weighmaster, attach all seals, inspect condition of all cars, attach cards to all officially weighed out-going cars; the seals and cards to be furnished by the weighing department. But before any house is allotted a deputy weigher, the said house shall agree to be responsible for his actions and errors, assume his entire expense and protect and save harmless the Cincinnati Grain & Hay Exchange Co. from any loss occasioned from said actions or errors, and shall further agree that the Grain & Hay Exchange Co. shall have access to and may examine all books and records of such person, firm or corporation.

We have been proceeding under the above plan since Apr. 1, 1918, the date this organization commenced to operate officially and we have not had a single certificate questioned.

Each deputy weigher is under bond. Five bonding companies carry this business and each bond is issued to me as weighmaster.

These bonds are held by our auditor. Each supervisor is also under bond.

On Apr. 1, 1919, it occurred to me that the records of our inspection department, which, in fact, are the original notations on the condition of the car upon its arrival, would be of great benefit to the shippers and receivers in the collecting of claims against the railroads and in order to bring about a combination of the activities of the weighing and inspection departments, the two departments were consolidated, effective April 1, 1919. To bring this about, Geo. F. Munson, our chief inspector, was appointed deputy weighmaster, and the chief clerk of the inspection department was made chief clerk of both departments, so that since the date mentioned all of the records, whether procured by the weigher or inspector, are brot to a central point where they are transcribed to the official certificates and conditions reports. This, I believe, is an improvement over the plans in some of the other markets. I believe you will find that in practically every market the weighing and inspection departments are maintained as separate institutions.

Upon arrival of a car of grain or hay at one of the plants, which frequently is several days after the inspection has taken place, meanwhile the physical condition of the railroad equipment may have changed—the car may have been side-swiped, etc., or, if the car was in bad order at the time of inspection, it may have been patched by the railroad; all of these conditions are noted by the deputy weigher and the supervisor stationed at the point where the car is received. Another condition report is then prepared and the same procedure as outlined above is followed. If car is to be weighed in hopper scales, form 2 is used and before this form is delivered to the department, the supervisor makes a thoro check of all of the acts of the deputy weigher, his endorsement appearing on each sheet. If bales of hay or sacks or wagonloads are being unloaded, forms 1A, 6 and 9 are used, as the case may demand and the supervisor performs as outlined above. In many cases the supervisor does the actual weighing. Upon receipt of the tally sheets in our department another check of additions is made by the chief clerk or his assistants.

Before permitting the inauguration of the system in any plant a thoro investigation of the mill desiring the service is conducted and, upon the exhibition of satisfactory evidence, a deputy weigher is appointed. The mill is required to enter into several agreements with this organization, the weigher whom they desire to have deputized is required to give bond in the same amount that is required of weighers in Cincinnati and to accept the same payment that is given to the local men whose work is under our supervision. As soon as the man has been deputized, he is furnished with necessary tally sheets and condition report blanks and he is cautioned to follow the rules and regulations which have been promulgated for the government of deputies who are stationed at points where weighing is not supervised by us. When deputies have completed the weighing operation, their tally sheets are forwarded to this office and after the chief clerk or one of his assistants has made a careful check, we issue an Approved Weight Certificate.

This is the kind of certificate which any market where the weighing operations are not supervised by an independent organization, such as this, should be required to issue in lieu of what Mr. Coon very properly styles a "so-called official certificate." Our approved certificate plainly indicates that this organization was not officially concerned in the weighing of the commodity covered by the certificate. However, our approved weight certificate has some very valuable and pertinent features in back of it. The man

who weighed the commodity is under bond to us; he has agreed to weigh in accordance with our instructions, which include an accurate seal record, thoro examination of cars, care in weighing, cleaning of cars, etc. In fact, he is under an obligation to gather the information which is seldom furnished by some of the markets.

In addition to this assurance that some responsible person has weighed the grain at destination, the country shipper knows that when his grain is weighed under such circumstances and one of our approved weight certificates is issued and the railroads having agreed to accept such certificate in settlement of freight charges, will also recognize as authentic the other information which is so vital in the settlement of freight claims.

Our system of approved weights applies only to cars which are received from members of the Cincinnati Grain & Hay Exchange.

I also want to take this occasion to assure all that the deputy weighmaster and I have spared no effort to cause the weighing at Cincinnati to be of the best in the country and we believe that this has been accomplished. We are always glad to receive any suggestions or improvements and to adopt those which will carry us a step further to perfection.—D. J. Schuh, executive sec'y, Chamber of Commerce, Cincinnati, O.

WORK on a South African bulk grain handling elevator system is to be started soon, according to a South African press report.

THE COUNTRY is rushing its old corn to market as fast as cars can be secured—our cash market is on a delivery basis and we will undoubtedly see lower prices by the end of this month. Shorts in September were run in Wednesday, causing a violent reaction, but that is only a side issue to the real situation. As we have maintained for some time, there is more corn in the country than is needed. The new crop which promises the largest in our history is fast being made, so why should not prices follow the trend of the times and decline to a normal pre-war basis. We never had a better time for supply and demand to assert itself. There is a little business doing in the new crop, but do not think it will amount to much until we have had a killing frost, so we can tell just what we have got. There are many waiting for a frost to give us a good bulge to sell on, but have seen this fail several times under similar conditions.—W. H. Perrine & Co.



N. A. Leach, Portland, Ore., Pres. Merchants Exchange.

Coming Conventions.

Oct. 11, 12 and 13. Grain Dealers' National Ass'n at Minneapolis, Minn.

Oct. 14, 15. United States Feed Distributors Ass'n at Chicago, Ill.

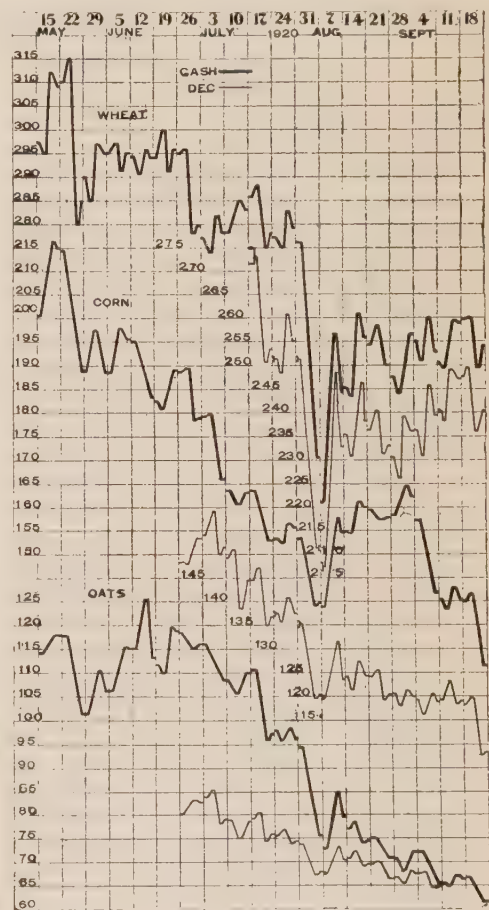
Nov. 16, 17, 18. Nebraska Farmers Co-operative Grain and Livestock Ass'n at Omaha, Neb.

Dec. 14, 15, 16. South Dakota Farmers Grain Dealers Ass'n, Sioux Falls, S. D.

Jan. 25, 26, 27. Farmers Grain Dealers Ass'n of Iowa at Fort Dodge, Ia.

Cash Wheat Corn and Oats Fluctuations from May 10 to Sept. 18.

Opening, high, low and closing average prices of No. 2 red winter wheat, No. 2 mixed corn and No. 2 white oats at Chicago each week are given on the chart herewith. The daily average is used in charting; actual prices were made each day a few cents above or below the extreme charted. The December future is shown by light line for comparison.



N. A. Leach, New President of the Portland Merchants Exchange.

N. A. Leach, manager of Kerr, Gifford & Co., is the newly elected president of the Portland Merchants Exchange, Portland, Ore.

Mr. Leach is thoroly familiar with all the details of the grain business, having been associated with Kerr, Gifford & Co. for over 25 years.

Before the war, Kerr, Gifford & Co. specialized in exports of grain to Europe. As high as 10,000,000 bushels of wheat have been exported by this company in one year.

Other officers chosen for the Portland Exchange are as follows: Vice-pres., J. H. Klosterman of the J. H. Klosterman Grain Co.; and sec'y, R. S. McCarl of the Portland Flouring Mills Co. Two new directors chosen were D. A. Pattullo of the Crown Mills and John Lavin of the Pacific Grain Co.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome. Let us hear from you.

CANADA.

Montreal, Que., Sept. 16.—Quebec grain crops are nearly all harvested and give promise of good yields. Crop conditions thruout Ontario have been most satisfactory. All grains averaged far ahead of last year and were of good quality. Hay was below the average but the oats and corn have made up for this shortage. In the prairie provinces practically all the grains are cut. The following estimate gives the probable grain crop in the prairie provinces: Wheat, 213,000,000 to 250,000,000 bus.; oats, 350,000,000 bus., and barley, 50,000,000 bus. (This report summarizes the report of various branch banks)—Bank of Montreal.

COLORADO.

Hayden, Colo., Sept. 20.—Our wheat will go 20 to 35 bus. to the acre or about 40% more than last year. Threshing commenced today. —J. C. Parker, mgr. Hayden Co-op. Elevator Co.

ILLINOIS.

Blue Mound, Ill., Sept. 13.—Corn is good but a month late.—Farmers Grain Co.

Lindenwood, Ill., Sept. 20.—New corn looks very promising if the frost stays off for another week or ten days.—H. Lew Mathre.

Greenfield, Ill., Sept. 8.—A large wheat acreage is being sown. Corn is very green account of rain.—George N. Cole, mgr. Greenfield Farmers Co-operative Elevator Co.

Chicago, Ill., Sept. 18.—Corn averages fair to good thruout Illinois, altho most of it is late. In Iowa some seed corn is being picked but more warm weather is needed. Iowa corn is still in danger from frost.—American Steel & Wire Co.

Springfield, Ill.—Sept. 22.—Weather the past week was favorable for the maturing of corn. Ensiling and cutting made excellent progress. Corn was blown down early in the week in localities of the west-central portion. The chinch bug is again reported from parts of the central and southwestern counties. Plowing for winter grains is far advanced except in some dry areas of the north and seeding of wheat and rye has begun.—M. Merrill Wills, observer, U. S. Dept. of Agri.

INDIANA.

Linnsburg, Ind., Sept. 11.—Corn crop is 65% normal in this locality.—Myers Bros.

IOWA.

Readlyn, Ia., Sept. 23.—Corn is sure good in the Readlyn territory.—L. H. Meyer.

Rockwell, Ia., Sept. 18.—Corn is doing fine but suffered some damage from hail and wind.—E. X.

Mondamin, Ia., Sept. 11.—Corn is very good but is two weeks late.—W. Maher, Farmers Co-op. Co.

Badger, Ia., Sept. 17.—Crops are good. Eighty per cent of the corn is out of the way of frost.—Farmers Elevator Co.

Blairsburg, Ia., Sept. 20.—Corn is good but needs two more weeks of good weather to mature.—E. P. Meyer, mgr. Farmers Elevator Co.

Malvern, Ia., Sept. 16.—We certainly have elegant prospects for a big corn crop in this section. With two more weeks of the present good weather the most of it will be safe from frost.—A. Kilmartin.

Des Moines, Ia., Sept. 25.—Three-fourths of Iowa corn is safe from frost and in sections of Kansas and Iowa cutting has begun. The entire crop will be well out of danger by October 1st.—F. Baakes, V. P. American Steel & Wire Co.

Des Moines, Ia., Sept. 21.—"Corn advanced rapidly toward maturity as a result of the warm, dry, and sunshiny weather with strong breezes that prevailed in most sections of the State during the past week. The average temperature, 72 degrees, is 9 degrees above normal and places it among the warmer weeks of the season. Approximately half of the corn crop is now safe from frost. Silo filling and fodder

cutting is general. Every day of warm, dry, sunny weather adds greatly to the value of the crop. Winter wheat seeding is being pushed rapidly and the earliest is up and showing green. The soil is becoming too dry to plow in many sections of the state.—Clarence Reed, Meteorologist, U. S. Dept. of Agri.

Odebolt, Ia., Sept. 23.—Oats made a better crop both in quality and the number of bushels to the acre than was first indicated. Bulk of the corn is out of the way of frost at this time. Late planted corn on the low land will be a short crop.—A. B. Traeder, mgr. Farmers Elevator Co.

KANSAS.

Ft. Scott, Kan., Sept. 13.—Corn, cane and kafir were never better.—Ft. Scott Grain & Implement Co.

Alma, Kan., Sept. 21.—Weather is favorable for a bumper crop of corn. Farmers are beginning to plant the next crop of wheat.—A. E. Sengen, mgr. Farmers Union Elevator.

Manhattan, Kan., Sept. 13.—Wheat acreage will be larger than last year. Corn crop is the best in years. Kansas has the best all around crops in history.—A. M. Floersch, pres. Liberty Milling & Ice Co.

McDonald, Kan., Sept. 21.—Early rains put the ground in fine condition for planting wheat in this part of the country this fall. A large acreage is being sown and is being put in, in better shape than heretofore on account of the use of the tractor.—Robert Nicholson, reptg. W. S. Nicholson Grain Co.

MICHIGAN.

Ithaca, Mich., Sept. 15.—The corn crop is excellent.—Ithaca Roller Mills.

MISSOURI.

Jefferson City, Mo.—Missouri corn needs a late fall, warm days, and frost not earlier than the 15th of October to mature the bulk of the crop, which on the whole is about two weeks late. The late planted in all the eastern portion and various other sections of the state will require a still longer time. Corn in southwest Missouri is excellent, and good in western and northwestern sections and a considerable of the central district, while it has improved greatly in the eastern portion where drouth prevailed almost continuously from June 1st. Recent rains have helped in all sections. Late corn is making very rank growth, and will mature slowly. Present indications are for a 30% increase over the 2,580,000 acres seeded by Missouri farmers last fall, totaling 3,354,000 acres this fall. Increase in the acreage is predicted in nearly all sections except where chinch bugs were bad. Plowing is well along.—Missouri Crop Reporting Service.

MONTANA.

Sidney, Mont., Sept. 12.—Cattle men in this locality have been up against a losing game the last year or two so less feeding is being done. The hay crop was good this year. Range has been very poor until the recent rain which helped considerably.—James Wright, pres. Equity Co-operative Ass'n.

Sidney, Mont., Sept. 7.—Crops are very spotted this year. Have had rains lately and very little threshing has been done so we do not know the actual yield. The good spots should yield as much as 15 to 20 bus. to the acre while other localities will not have 5 bus. per acre.—James Wright, pres. Equity Co-op. Ass'n.

NEBRASKA.

Red Cloud, Neb., Sept. 20.—We have plenty of extra fine wheat in this locality.—Red Cloud Milling Co.

Deshler, Neb., Sept. 14.—Crops are good. Wheat is testing 61 to 64 lbs. to the bushel.—Deshler Roller Mills.

Charleston, Neb., Sept. 11.—Corn is going to be the best it has been for some time if frost holds off for at least three weeks more. Wheat made from 6 to 19 bus. while oats made 32 to 54 bus. to the acre.—H. H. Otto.

Ravenna, Neb., Sept. 10.—Wheat was very poor averaging 8 to 10 bus. Corn three weeks late. A large percentage cannot escape frost. Ground is in fine shape for fall seeding. The best it has been in several years. We are shipping in a car of Kanred wheat for seed in an effort to get away from the heavy smut and rye mixture.—W. D. Gray, mgr. Farmers Co-op. Elevator Co.

NORTH DAKOTA.

Hamilton, N. D., Sept. 21.—With the exception of a little flax all threshing is completed.—John Rock, agt. N. W. Elevator Co.

Harlow, N. D., Sept. 8.—Crops are fair in this part of the country but not as good as last year.—O. & M. Elevator Co., per H. S. Hasland.

* Forman, N. D., Sept. 20.—Durum wheat is averaging 20 bus. to the acre and is grading No. 1 and 2. Threshing is practically completed. Barley and oats have been a good crop.—E. N. Rice, mgr. Farmers Co-op. Elevator Co.

OKLAHOMA.

Shattuck, Okla., Sept. 18.—Wheat a poor yield in this section. Kafir will be good if frost does not catch it.—D. C. Ewing.

Chattanooga, Okla., Sept. 13.—We are having a fine season for a wheat crop this fall.—A. T. Black, G. G. Black Grain Co.

Oklahoma City, Okla.—Early corn is made with yields running as high as 60 bus. and the late planted continues unusually high in condition. No year, except 1915, in the past decade has so much as approached the excellent growth of this year's crop. It is usual for corn to deteriorate an average of 5% during August; but this season's large acreage has made the most of the beneficent rainfall. A few places in northwest and northeast Oklahoma suffered local losses from insufficient rain or insect damage, but generally the crop has done very well.—Oklahoma Crop Reporting Service.

Chicago, Ill., Sept. 18.—General crop conditions of the entire state of Oklahoma are now as good as any year on record. Unusual wet weather has retarded wheat threshing, and some light damage was done to shocks and stacks. Early corn is made with yields running as high as sixty bushels and the late planted continues unusually high in condition. Three cuttings of alfalfa have been made with promise for two more. Due to heavy rainfall in Western portion, grain sorghums have continued in good condition. Broom corn condition has lowered slightly, due to the rains of the past three weeks.—S. H. Johnson, vice-pres. C. R. I. & P.

OREGON.

Madras, Ore., Sept. 15.—Threshing about half done.—S. Young.

SOUTH DAKOTA.

Tripp, S. D., Sept. 19.—Wheat crop is very poor. Oats are fair, and corn is a bumper crop.—R. T. Hirsch, agt. South Dakota Grain Co.

Colman, S. D., Sept. 20.—Crops are not threshing out as well as expected. Yield is very unsatisfactory. Corn is 75% safe from frost.—B. E. Nace, mgr. Colman Elevator Co.

UTAH.

Nephi, Utah, Sept. 13.—Threshing here proceeding rapidly, and the wheat yield is the largest in years. Fall planting has commenced, and recent rains have put the ground in excellent shape for seeding.—W. E. Petersen.

FRANK I. MANN, well known as an agricultural writer, recently grew a crop of oats on his farm near Gilman, Ill. which went 98 bus. to the acre. The average yield of oats per acre in the United States is about 37 bus. Highest average yield of oats by any state was grown in Illinois in 1917 when oats averaged 70 bus. to the acre. Mr. Mann partly attributes his enormous yield to careful threshing.

Our Callers

E. W. Davis, Galesburg, Ill.
Frank Gibbons, Dwight, Ill.
Robert J. Reid, Ottawa, Ill.
Charles U. Downey, Decatur, Ill.
Henry L. Goeman, Mansfield, O.
Elmer Hutchinson, Arlington, Ind.
J. F. Hubbard, Piqua Malt Co., Piqua, Ill.
J. A. Waring, of S. C. Bartlett & Co., Peoria, Ill.

J. D. Blue representing the Vass Milling Co., Vass, N. C.

W. E. Culbertson, Delavan, Ill., sec'y., Illinois Grain Dealers Ass'n.

C. A. McCotter, sec'y. Grain Dealers Fire Insurance Co., Indianapolis, Ind.

George E. Traut, Western Department, Grain Dealers Fire Insurance Co., Omaha, Neb.

Grain Movement

Reports on the movement of grain from farm to country elevator and movement from interior points are always welcome.

CALIFORNIA.

San Francisco, Cal.—Receipts at this market during August amounted to: Wheat, 11,306 tons; barley, 17,053 tons; oats, 1,221 tons, and corn, 1,982 tons; compared with receipts in August, 1919, of wheat, 5,117 tons; barley, 24,909 tons; oats, 1,500 tons, and corn, 306 tons.

CANADA.

Winnipeg, Man.—In a final summary of the 1919 crop the Northwest Grain Dealers' Ass'n places the 1919 wheat inspected at 124,870,000 bus.; oats, 65,425,000 bus.; barley, 13,682,000 bus., and rye, 2,289,000 bus.

Ft. William, Ont.—Receipts of grain at this market were reported in bushels by sec'y Birkett of the Ft. William and Pt. Arthur Grain Exchange as follows: Wheat, 4,853,546; corn, 104,170; oats, 526,694; rye, 33,562; barley, 301,884; compared with receipts in August, 1919, of wheat, 1,275,657; oats, 1,131,844; rye, 55,039, and barley, 717,723. Shipments of grain also reported in bus. were: Wheat, 6,092,084; corn, 91,204; oats, 856,029; rye, 79,892; barley, 493,394; compared with shipments in August, 1919, as follows: Wheat, 1,621,426; corn, 82,631; oats, 2,235,930; rye, 25,873, and barley, 1,856,398.

IDAHO.

Idaho Falls, Ida., Sept. 10.—We are having difficulty in securing cars, as warehousing facilities are badly in need, look for good elevator warehousing year.—George O. Wright, sec'y. Idaho Falls Mill & Elevator Co.

ILLINOIS.

Lindenwood, Ill., Sept. 20.—Very few farmers are selling because of the prices.—H. Lew Mathre.

Greenfield, Ill., Sept. 8.—Wheat crop about two-thirds shipped out. Considerable hay to be marketed.—George N. Cole, mgr., Greenfield Farmers Co-op. Grain Co.

IOWA.

Rockwell, Ia., Sept. 18.—Oats are moving very slowly.—E. X.

Badger, Ia., Sept. 17.—Cars are scarce.—Farmers Elevator Co.

Mondamin, Ia., Sept. 11.—The car situation is some better.—W. Maher, Farmers Co-op. Co.

KANSAS.

Manhattan, Kan., Sept. 13.—Farmers are generally holding wheat for better prices.—A. M. Floersch, pres., The Liberty Milling & Ice Co.

Ft. Scott, Kan., Sept. 18.—Farmers are holding back their grain refusing to take less than \$2.50 per bu. for wheat. Oats movement is very light.—Goodlander Mill.

LOUISIANA.

New Orleans, La.—Shipments from this port during August were as follows: Wheat, 7,525,115 bus.; corn, 100,372 bus.; oats, 110,305 bus.; barley, 1,647,526 bus.; compared with shipments during August, 1919, of wheat, 1,475,232 bus.; corn, 152,716 bus.; oats, 382,725 bus., and barley, 1,253,576 bus.

MICHIGAN.

Mt. Clemens, Mich., Sept. 11.—New wheat seems to be of good quality, but very little is coming in.—Mt. Clemens Milling Co.

Sutherland, Mich., Sept. 20.—This car shortage is bad. We think that only about 1/2 of the grain is in yet.—R. I. Shaffell, mgr. Lexington Mill & Elevator Co.

MINNESOTA.

Duluth, Minn.—Grain movement at Duluth in August follows. Receipts: Wheat, 1,237,310 bus.; oats, 22,241 bus.; rye, 942,959 bus.; barley, 237,456 bus.; compared with receipts in August, 1919, of wheat, 267,698 bus.; oats, 234,410 bus.; rye, 882,439 bus., and barley, 757,356 bus. Shipments during August were as follows: Wheat, 1,557,974 bus.; oats, 14,630 bus.; rye, 1,087,985 bus.; barley, 265,183 bus.; compared with shipments in August, 1919, of wheat, 167,721 bus.; oats, 94,685 bus.; rye, 590,000 bus., and barley, 381,063 bus.

Minneapolis, Minn.—Receipts of grain in bushels at this market during August amounted to: Wheat, 8,087,220; corn, 313,020; oats, 2,669,720; rye, 624,920, and barley, 1,343,990; compared with receipts in August, 1919, of wheat, 13,658,220; corn, 317,650; oats, 2,821,360; rye, 1,103,180, and barley, 2,372,970. Shipments during August were reported in bus. as follows: Wheat, 2,801,960; corn, 234,020; oats, 1,389,760; rye, 687,270, and barley, 1,084,400; compared with shipments in August, 1919, of wheat, 1,797,990; corn, 146,440; oats, 1,800,310; rye, 339,440, and barley, 2,226,650.

NORTH DAKOTA.

Hamilton, N. D., Sept. 21.—Elevators all full with no cars available.—John Rock, agt. N. W. Elevator Co.

Forman, N. D., Sept. 20.—We have no cars and there are none in sight. The R. P. & B. P. is blocked. Will have light receipts from now on as the farmers are beginning to fall plow. This will give us time to clean out.—E. N. Rice, mgr. Farmers Co-op. Elevator Co.

OKLAHOMA.

Shattuck, Okla., Sept. 18.—Fifty per cent of wheat has moved out of the county.—D. C. Ewing.

Chattanooga, Okla., Sept. 13.—Grain is moving very slowly because of the low prices.—G. G. Black Grain Co. by A. T. Black.

Sentinel, Okla., Sept. 15.—Farmers will not deliver wheat when they get less than \$2.40. Movement very slow when less than that.—W. E. Titus.

OREGON.

Madras, Ore., Sept. 15.—There is a big movement of wheat at present. Quality is good. We expect to handle between 400,000 and 500,000 bus. this year.—S. Young.

SOUTH DAKOTA.

Booge, S. D., Sept. 23.—Farmers are not marketing their grain very freely.—N. S. Ekberg, mgr. Booge Elevator Co.

TEXAS.

Booker, Tex., Sept. 21.—Farmers are holding wheat. Not much grain moving.—C. E. Cook.

Galveston, Tex.—Wheat shipments from this port during August totalled 6,751,161 bus.; compared with shipments during August, 1919, of 2,110,892 bus. Rye shipments for August amounted to 34,000 bus., compared with none in August, 1919.

Bad Order Cars on the Increase.

Bulletin No. 3 of the Ass'n of Railway Executives shows that the number of bad order cars on American carriers is on the increase. It states that cars in bad order have increased to 7.4%, compared with 6.7% in bad order at the time carriers were returned to the owners and 5.6% when the carriers went under federal control.

Since the repair of bad order cars is one of the carriers largest problems the Ass'n asks that carriers expedite the repair of cars as much as possible.

To bring about these needed repairs and in the interest of more transportation carriers have been asked to use more effective efforts to bring about the return of freight cars to owner roads.

STATE CONTROL of all utilities should be abolished in Italy is the advice of Prof. Ugo Ancona, recently a member of the Italian cabinet.

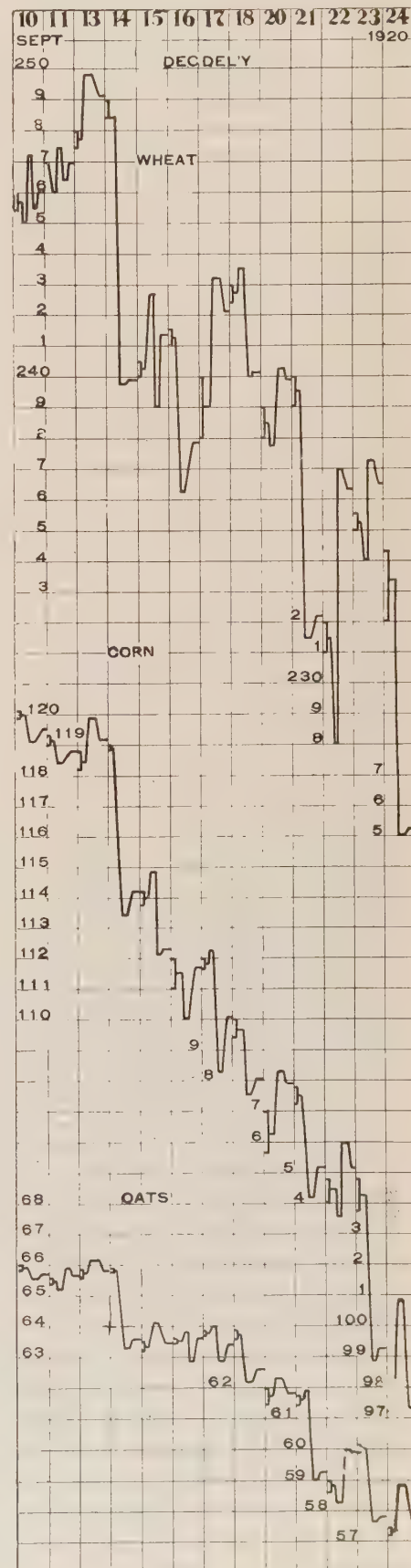
Exports of Grain Weekly.

[From Atlantic and Gulf Ports, in Bus., 000 Omitted.]

	Wheat.		Corn.		Oats.	
	1920.	1919.	1920.	1919.	1920.	1919.
July 10....	5,771	3,851	35	23	800	1,617
July 17....	8,556	3,393	89	93	322	757
July 24....	6,990	1,112	157	45	1,006	1,142
July 31....	7,033	3,067	43	9	867	2,319
Aug. 7....	6,375	3,651	52	74	353	891
Aug. 14....	7,220	2,620	102	44	9	1,584
Aug. 21....	6,919	4,445	63	67	46	2,141
Aug. 28....	11,253	6,072	122	264	184	1,576
Sept. 4....	6,425	3,848	9	118	52	1,474
Sept. 11....	8,203	7,475	55	42	130	1,411
Sept. 18....	10,902	6,343	67	148	50	1,358
Total since						
July 1....	92,498	47,381	\$50	547	3,695	16,963

Chicago Futures

Opening, high, low and close on wheat, corn and oats for the December delivery at Chicago for two weeks past are given on the chart herewith.



The Minneapolis Grain Market

It is not the custom of the Minneapolis Chamber of Commerce to look back, nevertheless looking back almost a century when the task of driving the savage Indians from the Northwest was still a project, pioneers began to produce grain and to realize that they could make their living out of the soil. Bread being a world staple, wheat was the first crop. Minneapolis then a village commenced in a humble way to act as a milling and distributing point, abundant water power being available. With the growth in the yearly production of grain in the Northwest the grain business, as well as the city grew.

After years of expansion, the grain trade following the increasing milling capacity of Minneapolis, several leaders in both the milling and grain trade conceived the idea of organizing a Chamber of Commerce to promote ethical relationship between the buyers and sellers of grain, and also to work in harmony for the things which go to make a better market, transportation, equal freight rates, efficient officers, trade rules and means of enforcing fair methods of dealing. So the Chamber of Commerce was born in October, 1881 with the following officers elected for one year: H. G. Harrison, Pres.; A. D. Mulford, First Vice-Pres.; A. B. Taylor, Second Vice-President; G. D. Rogers, Sec'y; and T. J. Buxton, Treasurer. The first regular meeting was held Nov. 15, 1881.

After the first year of keeping official records of receipts and shipments of grain at Minneapolis, wheat receipts for 1882 showed, 18,947,500 bus and the shipments amounted to 2,105,000 bus. One need only compare the receipts of that year with 1919 in order to gain a fairly clear conception of the growth that the Minneapolis market experienced. Almost 111,000,000 bus of wheat were received at Minneapolis last year which is almost six times the receipts of thirty-eight years ago. What is true of wheat is also true of the other grains handled at Minneapolis, especially oats, barley, flax and rye.

The Grain Exchange.

The Chamber of Commerce of Minneapolis is generally rated as the second grain exchange of the country, altho that market's receipts of wheat, barley, rye and flax stand first.

These receipts come from many states and sections reaching into Canada, Northwestern States, and parts of the Southwest. The states

of Montana, North and South Dakota, Minnesota and Northern Iowa and Nebraska find Minneapolis a logical point for handling shipments of grain. This territory is a great wheat producing area and produces approximately 65% of the small grain crops grown between the Mississippi River and the Rocky Mountains. Minneapolis is the principal milling center and market of the Northwest and with the banks of Minneapolis financing this movement of grain, the city has become the natural metropolis and supply center of the whole Northwest. Studying the figures on the 1919 business of Minneapolis you will find that the Flour and Feed business is the city's biggest commercial activity, figured in dollars and cents. The value of the three principal commodities manufactured in and distributed from Minneapolis is shown in the following table:

Flour and Feed	\$193,538,162 (value in 1919.)
Autos	
and Trucks	\$190,000,000
Agriculture	
Implements	\$100,000,000
Transportation.	

Transportation is always an important factor in a grain market. In this respect Minneapolis is very well situated for it has nine great railway systems, and six of these have direct connections with Chicago and the East. The total mileage of these lines within the limits of the Twin City Territory is 27,428 miles. The Great Northern ranks first with a total of 6,248 miles or 22.8% of the total mileage tributary to Minneapolis. C. M. & St. Paul ranks second with 5,678 miles or 20.7% of the total. The C. & N. W. ranks third with a mileage of 4,844 miles or 17.7%. The Northern Pacific is fourth with 4,256 miles of trackage or 15.5% of the whole. The Soo Line ranks fifth with 3,488 miles, or 12.7%. Four other roads, the M. & St. L., the C. R. I. & P., the C. G. W. and the C. B. & Q., follow in the order mentioned. The receipts of grain at Minneapolis are divided among the railroads during 1919 as follows: Great Northern, 30.5%; C. & N. W., 16.4%; C. M. & St. P., 14.9%; Soo line, 12.3%; Northern Pacific, 10.3%; M. & St. L., 5.3%; C. R. I. & P. 4.2% and the C. B. & Q. less than one per cent.

In the movement of mill stuffs out of Minneapolis the C. & N. W. ranks first, having handled in 1919, as near as can be computed, 24.2% of all the mill stuff leaving the "Flour City." The Soo Line is second in the shipments

of mill stuffs, handling for the year 16.7% of the total. The C. M. & St. P. ranks third with 14.5%, and the C. B. & Q. fourth with 10.5%. The C. G. W. handled 10%. The other roads mentioned above, jointly handled 18.5%.

The total car capacity of the Minneapolis yards permits the handling of 31,886 cars per day. Of this handling capacity the Great Northern is able to take care of more than one-third of all the receipts, having a handling capacity of 11,880 cars. The Northern Pacific, ranking second can handle 5,430 cars while the C. M. & St. P., Soo Line and M. & St. L. can each take care of more than 3,000 cars daily. The Northwestern can handle 2,350. The C. G. W. has a capacity of 900 cars and the Burlington 400 cars per day.

THE MINNEAPOLIS MARKET is really the gateway made use of by the Northwestern Producer in the transfer of his products to the Eastern Consumer. The service which any market can render to the producing territory adjacent to it is affected in a large degree by the freight and transportation structure. In this Minneapolis is well prepared, not only to handle the large yearly volume passing thru its freight depots, but to expand and help the Northwestern grain producer in shipping a larger volume of grain and finding new fields for consumption.

The Chamber of Commerce at Minneapolis is a voluntary association of individuals, engaged in the grain, milling and linseed oil business. This association is a form of business corporation, under the statute of the state of Minnesota which provides for associations of this character. This statute does not confer any special privileges on the Chamber of Commerce of Minneapolis and under the statute any number of persons, not less than three, can organize a similar grain exchange in any city, town, village or county in the state, and they will possess all the rights and privileges which the Minneapolis Chamber of Commerce enjoys.

BUILDINGS: The grain firms of Minneapolis have their offices in five buildings, including the Chamber of Commerce building. These buildings represent the various stages of development and growth of the Minneapolis market. First, the old Chamber of Commerce building, the original stamping grounds of the grain men. Then came the Corn Exchange built across the east side of the street from the Old Chamber of Commerce. These buildings were five and seven stories high, respectively; but in a few years it became apparent that the office facilities as well as the trading floor were inadequate and the New Chamber of Commerce, a spacious ten story building with wide halls and a large trading floor, was built along side of the old exchange building. The Flour Exchange, directly opposite the Old Chamber of Commerce to the North, was the next addition to the group. This is a twelve story building with about 120 offices in all, including the Inspection and Weighing Departments and the Grain Supervisor's offices. Still these did not serve long before another building project was under way, the Chamber of Commerce Annex, which adjoins the new Chamber of Commerce building to the South, but is two floors higher than the Exchange itself. There are now five buildings, built for grain firms as the necessity for more space became apparent. The offices in all of these buildings are now crowded and many grain firms must go as far as five blocks away in order to find quarters. It will not be surprising to hear of another building project soon at the Chamber of Commerce corner.

THE EXCHANGE HALL: The recently enlarged trading room of the Chamber of Commerce is among the largest and most modern trading rooms in the United States. This room is approximately 180 feet long, 80 feet wide and 34 feet high. In the examination of grain by buyers, light is a very important factor, and in this feature the enlarged trading room

RECEIVED AT MINNEAPOLIS BY ROUTES DURING YEAR 1919

Commodities	C. M. & St. P.	C. St. P. M. & O.	M. & St. L.	Gt. Nor.	N. P.	C. G. W.	C. B. & Q.	Soo	C. R. I. & P.	Total 1919	Total 1918
Wheat, bushels...	16,021,380	13,507,170	4,931,330	31,897,610	13,086,380	8,530,920	1,603,620	13,778,890	7,219,330	110,723,650	111,885,020
Corn, bushels....	1,771,760	4,456,140	1,311,800	771,940	128,360	32,750	19,330	62,880	220,980	8,792,280	16,527,430
Oats, bushels....	3,723,520	7,758,940	1,815,680	8,057,860	1,394,820	599,400	4,370	1,665,100	418,360	24,928,040	44,066,160
Barley, bushels....	4,693,780	4,680,060	1,713,720	13,951,890	3,453,000	556,050	4,750	4,226,800	352,720	33,637,250	32,715,370
Rye, bushels....	2,403,610	1,286,220	1,008,360	3,560,330	1,555,110	261,150	11,020	2,872,910	28,970	13,047,100	13,233,580
Flaxseed, bushels.	864,960	779,450	206,690	2,142,320	931,440	320,120	7,570	1,572,810	72,770	6,898,130	6,291,280
Total.....	29,479,010	32,467,980	10,486,130	60,381,960	20,414,000	10,396,620	1,650,660	24,169,390	8,313,120	198,026,490	224,717,840
Flour, barrels....	6,181	200	20,805	312,222	580,856	12,865	19,957	232,724	14,519	1,200,359	749,981
Millstuffs, tons....	8,680	32,815	4,206	42,269	22,271	2,563	2,113	17,735	924	133,526	74,849
Linseed Oil, lbs....								206,500	127,508	334,008	94,471
Oil Cake, lbs....	100,000								321,200	421,200	290,000
Hay, tons.....	5,200	84	518	7,492	3,449	1,869	96	4,200	392	23,385	29,867

FORWARDED FROM MINNEAPOLIS

Commodities	C. M. & St. P.	C. St. P. M. & O.	M. & St. L.	Gt. Nor.	N. P.	C. G. W.	C. B. & Q.	Soo	C. R. I. & P.	Total 1919	Total 1918
Wheat, bushels....	14,927,390	8,909,820	5,303,560	1,702,140	1,400,610	2,773,290	3,228,660	1,490,130	1,549,920	41,286,830	19,571,430
Corn, bushels....	833,610	1,567,350	128,700	786,900	752,300	64,290	142,180	532,980	363,400	5,277,130	9,927,660
Oats, bushels....	3,576,770	3,034,080	1,544,430	2,540,920	2,588,550	3,584,840	790,740	2,174,310	1,907,810	21,744,530	46,091,020
Barley, bushels....	8,137,890	10,623,510	1,791,560	725,870	261,150	3,371,310	1,748,260	1,455,230	2,273,760	30,596,250	23,242,740
Rye, bushels....	2,387,200	1,970,080	233,840	852,430	606,980	201,390	175,590	1,657,100	19,880	8,104,440	6,531,510
Flaxseed, bushels....	533,520	217,080	6,660	6,660	122,990	2,470	8,160	320,390	40,660	1,258,150	1,001,920
Total.....	30,496,380	26,511,870	9,002,090	6,614,920	5,732,580	9,977,580	6,093,590	7,630,130	6,155,430	108,257,330	104,466,230
Flour, barrels....	2,923,155	2,830,085	1,731,266	1,848,811	9,6332	2,114,058	1,878,794	3,812,038	1,386,040	19,510,579	19,098,039
Millstuffs, tons....	98,604	376,107	21,819	62,141	25,157	32,506	94,844	82,970	29,227	823,494	667,492
Linseed Oil, lbs....	14,962,134	8,260,130	950,437	3,596,160	1,429,401	40,660	7,352,907	2,667,171	15,150,287	120,309,412	111,249,136
Oil Cake, lbs....	19,655,859	26,230,032	7,927,431	19,739,253	22,749,808	33,445,057	14,442,039	7,045,122	21,970,739	221,677,405	191,973,141
Hay, tons.....	969	792	66	1,479	1,115	90	72	324		5,107	6,517

of the Chamber of Commerce is well supplied, with numerous windows on three sides and sky light above. Half of the floor is devoted to the cash grain tables while the other half is devoted to the "pits" telephones and telegraph companies.

Minneapolis is pre-eminently a sample market, grain being bought and sold largely by sample. The cash grain tables are rented to the members and have direct phone connections with their offices.

In the center of the room is a space occupied by the North American and Western Union Telegraph Companies, affording prompt communication with the country shippers and eastern and central markets. Opposite the telegraph counters are the long distance and local telephones, where a large amount of business is carried on by direct conversation.

The end of the room opposite from the cash grain tables is devoted to the "pits" for those engaged in buying and selling for future delivery. These pits consist of a series of steps in the form of an octagon, this arrangement having proved the most convenient for the transacting of this business, enabling each dealer to see at all times practically all transactions of the pits. This would be impossible were the transactions made on a flat floor.

One of the pits is used for trading in wheat futures and the other for dealing in oats, barley, rye and flax for future delivery. Between the pits is the "pulpit" where the official recorder stands, whose duty it is to keep a record of the future prices. On his right is the ticker service man who transmits the quotations to the ticker office where they are in turn sent to all Minneapolis and St. Paul offices using the ticker service. On the left of the recorder is the telegraph operator who sends the quotations to the outside markets.

On the south side of the room, immediately opposite the pits, is the main blackboard on which are displayed grain quotations a few seconds after the price has been made. The prices of grains from all outside markets of any importance is also posted on this board by telegraphic communication. In addition to the current quotations, the Chamber of Commerce gathers such statistical information as the visible supply of grain, receipts and ship-

ments at primary markets, grain stocks in private and public elevators, etc.

Directly opposite the blackboard is the visitors gallery and at the extreme end of the room are four illuminated clocks, arranged to show the leading future month's quotations in the Minneapolis wheat pit and oats, barley and rye pit. These clocks together with the blackboard keep the grain buyers constantly informed regarding the values in other markets. The walls on both sides of the pits are lined with telephone booths connected with the offices of those engaged in buying and selling on the floor.

A special section adjoining the telegraph section is set aside for the newspaper representatives.

The Minneapolis Chamber of Commerce Clearing House, which is the organization for adjusting payment of differences arising from pit transaction, is a corporation. Many of the members of the Chamber of Commerce are stock holders in the concern, but it is not necessary to be a stock holder for a member to derive the benefits of this Clearing House. After the day's trading in futures has been completed all the orders pass thru the Clearing House and the accounts of the various traders are checked against one another, and statement of the accounts rendered. Mr. Ellis Williams is manager of the Clearing House.

The Milling Industry.

Whether the milling industry made Minneapolis, or Minneapolis made the milling industry by its location and transportation facilities, has always been a question with many arguments pro and con.

It is very likely that the milling industry, having an early start, dating back to 1823, can take the credit for at least starting Minneapolis, but whether the city would have risen to the greatest milling center in the world in less than a century, without the aid of water power, location near the wheat fields and rail facilities, is very doubtful.

The history of the growth of the milling industry is a story of the pioneers of a great business, followed by financiers, inventors and industrial generals.

The old government mill at the Falls of St.

Anthony produced the first flour ground at the site of the city of Minneapolis. The mill only ground a small amount of flour and was operated from time to time by pioneers, but it is believed the government erected this mill as an object lesson to show that a great water power awaited development.

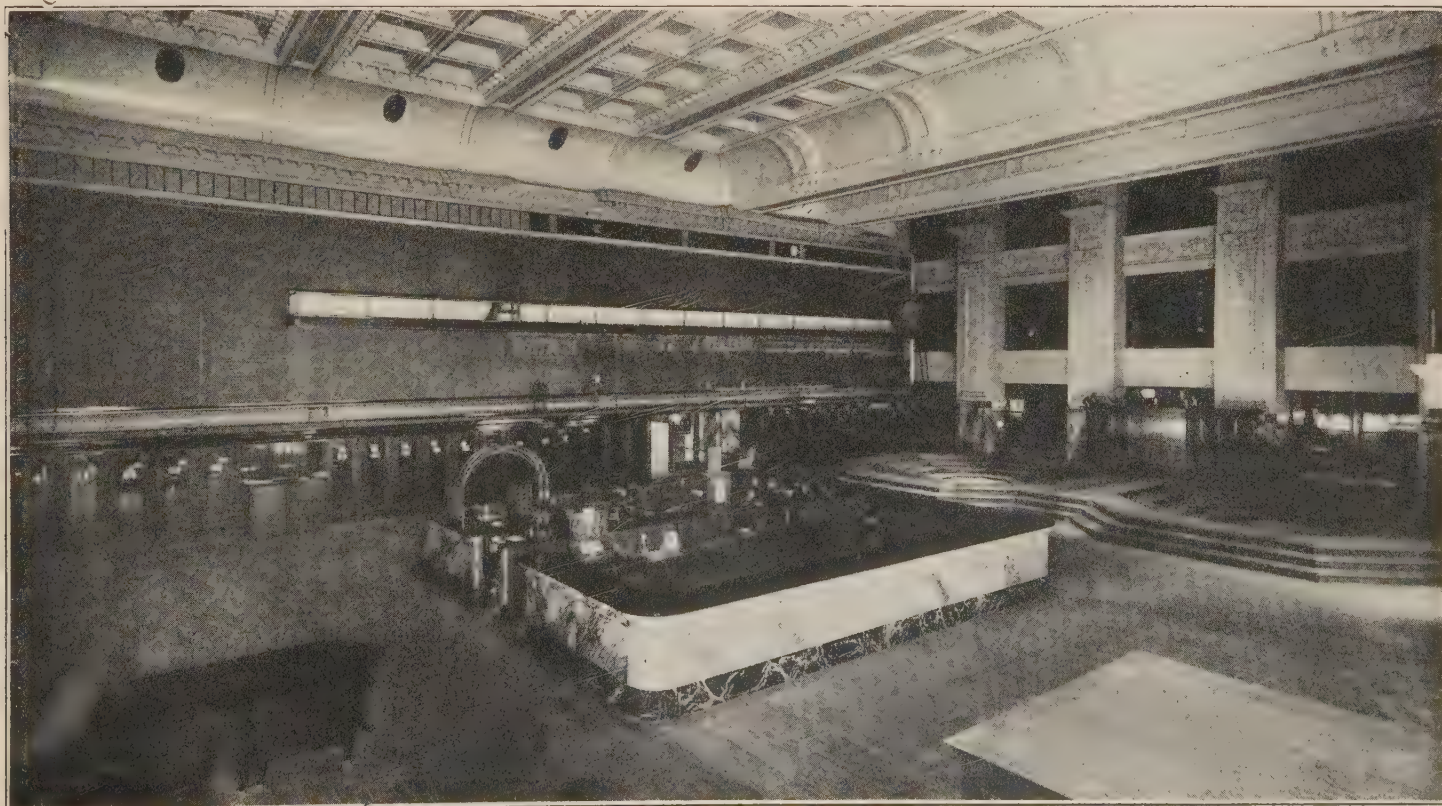
To Richard C. Rogers goes the credit of building the first flour mill in Minneapolis for grinding on a commercial basis. In 1854 the first merchant mill was built. It was but a three run plant, but notwithstanding its trifling capacity, it was even too large for the resources of the country at that time. Wheat was brought down the Mississippi River in barges and up the streams from Iowa and Wisconsin.

The following year, 1855, George W. Crocker refitted the old Government Mill and operated it on a commercial basis. Then came panicky times, the Civil War, with lack of transportation facilities and no quick means of communication with the Eastern States, until the milling business seemed at least temporarily, impossible. But in 1869 the reaction set in and the first mill on the West bank of the Mississippi was built by Eastman & Gibson. This mill was called the Cataract and was purchased in 1871 by Daniel R. Barber and has since been run under the name of the Barber Milling Co.

It was in 1856 that William D. Washburn came to the village of Minneapolis to practice law. Evidently the villagers were very law abiding, at least, they did not take their differences to court, so Mr. Washburn sought employment as agent for the Minneapolis Milling Co. This mill controlled the west side power at St. Anthony Falls. Under the management of Mr. Washburn the first dam on the West side was built and a raceway opened. The Union Mill was built in 1863 by Henry Gibson and the following year Frazee & Murphy erected the Minneapolis Flour Mill.

Following the close of the civil war an era of railroad building in the Northwest set in, and the demand for wheat and flour from that section showed a steady increase.

Governor C. C. Washburn of Wisconsin became actively interested in the milling business at Minneapolis about the year of 1866, and



Telephone Booths, Blackboards, Telegraph Offices and Pits of Chamber of Commerce.

the foundations for the successful Washburn-Crosby Co. were then laid by the erection of a mill afterwards known as Washburn B.

The same year the Taylor Brothers built the Alaska Mill which afterwards became the Pillsbury B, still in operation.

The milling industry had grown until there were eight mills at the St. Anthony Falls producing approximately 172,000 bbls flour per year. The following year, 1867 saw the erection of five more mills producing more than 200,000 bbls of flour. The confidence in the future of Minneapolis as a milling center was becoming more manifest yearly and the growth that followed, up to the present day, was steady and gradual, until at the present time the mills are capable of producing 90,000 bbls of flour daily, or about as much in two days as was milled by the thirteen mills in a year in 1867.

The destruction of the water power was threatened by promiscuous damming and drain on the power. Steps were immediately taken to preserve St. Anthony Falls and they have been conserved up to the present day. East side improvements caused large breaks in the limestone rock underlying the falls and it was feared the ledge would be undermined and carried away. Federal aid was brought at the proper time, and the whole appearance of the falls was changed from a tumbling cataract to a rush of silent water racing down a timber spillway.

Between 1870 and 1880 men destined to make Minneapolis internationally known as a flour milling point came into prominence. Among them we find such familiar names as Washburn, Christian, Pillsbury, Crosby, Barber, Dunwoody, Martin, Loring, Hardenbergh Crocker, Gardiner and Wells.

This decade was marked with unusual progress in the milling industry. It saw the beginning of the flour export trade, the invention of the middlings purifier, the roller process, and the self-binding harvester, all tending to stimulate the trade.

The catastrophe of 1878 which caused the destruction of six mills by a dust explosion threatened the future of the business. Employees feared to return to the mills, but the recovery of operation was more rapid than

was expected from first indications. Cheaper transportation, lower cost of production, improved methods of grinding and cheaper cost of raising wheat, all tended to put the milling business in a thriving condition.

The later years of growth in the Minneapolis milling industry are even more phenomenal than the earlier, and would seem almost incredible were it not for available records of both past years and present. In 1876 the city's mills produced 1,000,000 bbls; in 1880 the production reached more than 2,000,000 bbls, and the following year, 1881, after the organization of the Chamber of Commerce the production reached 3,000,000 bbls. Demand still growing for their flour, the mills nearly doubled this entire capacity during the five years that followed. From 1886 to 1890 the output remained practically stationary.

At present, however, Minneapolis has 27 flour mills with a daily output of 97,000 bbls. On the basis of 4:40 bushels of wheat to the barrel these busy mills can grind nearly 450,000 bushels of wheat daily. Other new mills are contemplated, and old ones being enlarged. Minneapolis is unchallenged as the milling center of the world and it is likely it will maintain the leadership, for its constant growth has shown no signs of slackening.

State Grain Inspection Department.

The headquarters for the State Grain Inspection Department is located at St. Paul and under the management of G. H. Tunnell, Chief State Grain Inspector.

R. Gibbs is Chief Deputy at Minneapolis and in charge of the inspection of all grain arriving in the "Flour City." Directly under Mr. Gibbs, his first assistants, are four licensed inspectors, in charge of various branches of the Inspection Department. These inspectors are J. O. Johnson, H. A. Tuthill, R. V. Lesuer, and C. E. Parish.

The department employs twenty-three licensed grain inspectors, and three licensed for hay. There are 82 helpers or samplers, and nine yard foremen. The clerical work of the department requires a force of twenty-three including the chief clerk and assistant registrar. The department's total number of employees is 146.

The laboratories and offices of the department occupy the entire second floor of the Flour Exchange Building. The laboratories are equipped with all the latest devices for testing grain samples, including electric moisture testers, latest forms of dockage testers, and all the necessary accurate scales and equipment that go to make an inspection laboratory modern in every respect.

The inspection and grading of grain in Minnesota is exclusively in the hands of the Minnesota Grain Inspection Department which is under the supervision of the Railroad and Warehouse Commission of Minnesota. Grain shipped to Minneapolis is sampled by the state samplers in the various railroad terminal yards upon arrival. The inspection department also samples at certain outlying points, namely, Staples, Glenwood, Melrose and Willmar, Minn. The sampling of grain at these outlying points is to facilitate the delivery of grain after arrival in the city and to prevent delay in unloading and consequent demurrage charges. In Minneapolis, the Great Northern Railway has two terminal yards where grain is sampled, the Soo two yards, the Omaha one yard, the St. Louis one yard and the Great Western one yard. When cars reach these terminal yards, or storage yards at the outlying points above mentioned, they are ready for state and bureau sampling.

The state samplers secure samples of the car for the state inspectors, who grade the grain, but these samples are only for the use of the State Inspection Department. Therefore, it is necessary for the Commission Merchants and others selling grain on the exchange floor to secure additional samples of the car by which to sell the grain. A number of years ago, each commission firm and line elevator company employed its own sampler. But owing to the number of railway yards to be visited this plan was soon found to be impractical so certain individuals engaged in the sampling work and formed bureaus.

Sampling Bureaus.

Minneapolis has three sampling bureaus. These are known as the State Sampling Bureau which works independently of the State Grain (Continued on page 604.)



Pits, Gallery, Telegraph Offices and Sample Tables of Chamber of Commerce, Minneapolis, Minn.

Grain Trade News

Reports of new firms, changes, deaths, casualties and failures; new elevators, improvements, fires and accidents are welcome. Let us hear from you.

ARKANSAS

Ft. Smith, Ark.—The Western Grain Co. recently suffered a \$2,000 fire loss in its plant but no serious damage was done.

Pine Bluff, Ark.—The Marsh Commission Co. has discontinued business and we have succeeded them.—E. B. Tung, Marco Milling Co.

CALIFORNIA

Los Angeles, Cal.—W. H. Suffern, of our company is now in this city.—Fred M. Ives, auditor W. H. Suffern Grain Co., Decatur, Ill.

San Francisco, Cal.—L. J. Mulfelder & Co. have taken over the interests of F. E. Harris & Co. at this market and will specialize in rice, beans, etc.

San Francisco, Cal.—The offices of Okada & Co. have been moved from the Insurance Exchange Bldg. to the Mills Bldg. The new quarters are larger than the old ones and better fitted for the firm's business.

Stockton, Cal.—The Railroad Commission has granted an increased rate for storing and handling commodities in public warehouses here. The increase ranges from 25% to 50% and affects beans, grain, seeds, onions, potatoes and bags.

CANADA

Victoria, Que.—Houle & Frere have dissolved partnership.

Kenaston, Sask.—The Kenaston Grain Growers are building a new storage warehouse at a cost of \$5,000.

Saskatoon, Sask.—Thos. Duffy has succeeded M. Cattenae as western supt. of the elvtrs. of the Atlas Elvtr. Co.

Lake Valley, Sask.—H. T. Leonard is now mgr. of the Lake Valley Elvtr. Co., which has just started in the grain business here.

Montreal, Que.—The N. M. Paterson Co., Ltd., of Ft. William and Winnipeg, has opened a branch office here with F. A. Guy as mgr.

Calgary, Sask.—E. G. Madden will make this city his headquarters, having been appointed ass't supt. of elvtrs. for Alberta, by the National Elvtr. Co.

Chinook, Alta.—E. G. Madden has been appointed ass't supt. of elvtrs. in Alberta, by the National Elvtr. Co. He will make his headquarters at Calgary.

East End, Sask.—The Pioneer Grain Co. has appointed C. L. Smith as traveling inspector for its southwestern Saskatchewan Elvtrs. He will make this city his headquarters.

Calgary, Alta.—New officers of the Calgary Grain Exchange are: R. M. Mahoney, pres.; J. Thordarson, vice-pres. and D. O. McHugh, sec'y. All were elected by acclamation.

Kingston, Ont.—A wrecking company of Toronto has bot the old Moore Elvtr. at this point for the lumber that is in it. The company estimates that there is 1,250,000 ft. of fine lumber in the house and will spend \$25,000 to tear it down.

Ft. William, Ont.—The Canadian Grain Commission has announced that after Jan. 31, 1921, no mixing of grains will be allowed in the Dominion. A special order was sent to the 20 cleaning houses at this port and much disapproval has been expressed. If the order becomes effective, it is alleged, that \$4,000,000 worth of equipment, etc., will be rendered idle and it also means that these elvtrs. will be practically debarred from receiving grain this winter as in order to secure a terminal license the houses must be emptied of their present contents. Storage at the head of the lakes is at a premium and the situation is a trying one to this market. The establishment of a sample market here is being urged as under such a provision the cleaning houses could be operated.

Lucan, Ont.—Geo. Fox, well known to the Canadian trade as a grain buyer, died recently.

Herbert, Sask.—The elvtr. of the Saskatchewan Co-op Elvtr. Co., containing 10,000 bus. of wheat, burned Sept. 20, and is a total loss. The fire was discovered about 10 min. after D. C. Heibert, mgr., had left for the day. The elvtr. of the Interior Elvtr. Co. was seriously threatened with destruction several times, but strenuous efforts saved it.

WINNIPEG LETTER.

The State Elvtr. Co. has completed new elvtrs. at Birsay, Lucky Lake, Tullis and Montario, Sask. and will operate these as well as all other elvtrs. it owns, this season.

The new commission company recently formed by R. J. Henderson, W. H. Walsh and Paul Fleury will operate as Walsh-Henderson, Ltd. The capital stock is \$30,000.

The regular election of the Grain Exchange was held Sept. 8 and N. L. Leach, vice-pres. and gen. mgr. of the National Elvtr. Co., was elected pres. by acclamation. C. H. Leaman, mgr. of the Northern Elvtr. Co., is the new vice-pres.

Irving De Lamater has been appointed supt. of the western elvtrs. of the Dwyer Elvtr. Co., Ltd., with offices in this city. He has been mgr. of the terminal elvtr. of the company at Ft. William, for the past 8 years. A. B. Allen of this city, will go to Ft. William to take care of the Dwyer office there, the elvtr. having been sold.

The following have been appointed members of the Arbitration Com'te of the Grain Exchange: Thos. Brodie, F. N. McLaren, J. A. Richardson, Geo. R. Crowe, W. S. Parrish, A. Thomson and D. Horn. The Appeals Com'te is composed of J. B. Craig, E. W. Kneeland, D. Morrison, F. T. Evans, W. A. Matheson, C. Tilt and A. K. Godfrey.

The sample market so long looked for by traders in this city has been established. On Sept. 11 car No. 250230 was shipped from Erickson, Man., to the G. R. Wilson Co., with B/L marked "for sample trading." It was accordingly sold on sample and the purchasers, the Thunder Bay Terminal Elevator Co., paid \$2.80% for delivery at their elvtr. at Fort William.

Willard Cummings, of the Willard-Cummings Commission Co., of Calgary, has opened a branch office of the firm in the Grain Exchange Building here. Mr. Cummings was for a number of years in the grain inspection department and holds a certificate of "deputy inspector." The company will operate here as the Willard-Cummings Co. with Geo. H. McIvor, of Calgary, as local mgr.

The Gillespie Grain Co., of Edmonton, Alta., has opened an office in the Hamilton Bank Bldg. with C. S. Langille and H. Jackman in charge. The company has been in business in Edmonton for 18 years and owns 44 elvtrs. in north and central Alberta as well as a 150-bbl. mill at St. Albert, Alta. Recently it purchased the terminal elvtr. of the Dwyer Co., Ltd., and this house will be operated from this office in the name of the Gillespie Terminal Elvtr. Co.

M. Snow, for the last 20 years connected with the grain growers movement in Saskatchewan, has succeeded Frank O. Fowler as sec'y of the Northwest Grain Dealers Ass'n. Mr. Snow has resided in this country for 40 years and was one of the organizers of the Grain Growers Ass'n which was formed in 1900. In 1907 when the Canada Grain Act was passed the government appointed Mr. Snow as ass't Commissioner of the Warehouse Commission which then had jurisdiction over the act. When the duties of the Warehouse Commission were merged with the Board of Grain Commissioners, Mr. Snow became mgr. of the office of the board in this city and has remained as such until he was called to his present position.

COLORADO

COLORADO.

Hayden, Colo.—I am now mgr. for the Hayden Co-op. Elvtr. Co. here.—J. C. Parker.

Denver, Colo.—C. B. Rader took up his new duties as sec'y of the Grain Exchange Sept. 1, and is now in full charge of the sec'y's office.

Roggen, Colo.—We have bot the elvtr., warehouse and coal sheds of the Roggen Equity Exchange.—O. M. Kellogg, O. M. Kellogg Grain Co., Denver.

Holyoke, Colo.—The Holyoke Equity Merc. Co. has discontinued business and will be succeeded by the Farmers Co-op. Co. Roy L. Stephanek is mgr.—M. W. Spence.

Ft. Collins, Colo.—The elvtrs. of the Ft. Collins Milling Co. and the Moody-Warren Commission Co. have been completed. The Burrell Engineering & Constr. Co. had the contract for both houses.—N. W. Grotha.

Denver, Colo.—C. E. Williams, mgr. of the Crescent Flour Mills of this city, has taken charge of the Denver Elvtr., which operates a line of elvtrs. on the C., B. & Q. and the U. P. in eastern Colorado. Mr. Williams succeeded Jas. A. McSwigan who is now mgr. for the Rocky Mountain Grain Co., a subsidiary of the Colorado Milling & Elvtr. Co.

IDAHO

St. Anthony, Ida.—Millers Bros. Grain Co. has been incorporated for \$100,000.

Cambridge, Ida.—The Salubria Valley Milling Co. has completed repairs on its elvtr.

Jerome, Ida.—L. C. Callen has leased the plant of the Anchor Grain Co. and will operate it.

Preston, Ida.—A new 30x60 ft. warehouse has been added to the plant of the Interocean Elvtr. Co.

Shelly, Ida.—John Lundell was elected mgr. for the Shelly Roller Mill & Elvtr. Co. at its recent annual meeting. F. M. Davis is sec'y and C. Anderson, pres.

Burley, Ida.—The Farmers Union will enlarge the Farmers Bonded Warehouse at this station, doubling its capacity. The present warehouse is to be completed Sept. 15 and the addition planned by Oct. 15.

Nampa, Ida.—The Nampa Milling & Elvtr. Co. has installed a Barnard & Leas Feed Grinder with a capacity of 70 bus. per hour. T. W. Cottingham, formerly with the Nampa Elvtr. Co., is now employed by the first named company.

Idaho Falls, Ida.—We are building a one story and full basement brick and tile warehouse for the storage of grain and farm produce. It will have a capacity of 100 ears and will be equipped with modern machinery.—G. O. Wright, sec'y-mgr. Idaho Falls Mill & Elvtr. Co.

Pocatello, Ida.—R. E. Shepherd, of Jerome, is interested in the establishment of a terminal elvtr. at this point. He is of the opinion that the railroad facilities here would make it an ideal place for a house of this kind. A meeting will be held soon to discuss the project.

Trenton, Ida.—The Trenton-Clarkston Milling & Elvtr. Co. is improving its plant, increasing the capacity and installing large hopper scales, cleaners, motors, elvtr. legs, belts, cups and in fact all equipment needed to make it up-to-date. A new head house 24x32 ft. and 90 ft. high has just been completed.

Pocatello, Ida.—The Pocatello Milling & Elvtr. Co. organized a few months ago, was granted a receivership at its own request, Sept. 1, and W. S. Caton appointed receiver. Pres. I. S. Lambing of the company says that the firm is absolutely solvent but that the step was taken to protect the stockholders against loss. He says that given time enuf the company would have no trouble in meeting all obligations.

ILLINOIS

Pekin, Ill.—The Farmers Grain Co. has painted its elvtr.

Ellsworth, Ill.—Alvadere Dennis has succeeded Dennis & Leone.

Cullom, Ill.—C. T. Hupp is now mgr. of the Cullom Co-op. Grain Co.

Ivesdale, Ill.—Cook & Milligan will install a Randolph Drier at an early date.

Roseville, Ill.—The Farmers Eltr. Co. is building a 12 x 50 ft. feed warehouse.

Cheneyville, Ill.—The elvtr. of C. C. Harlan & Co. was recently entered by thieves.

Bloomington, Ill.—L. P. Kizer is no longer located at this market.—W. B. Wallace.

Bartleso, Ill.—The Farmers Co-op. Elvtr. Co. is installing new machinery in its elvtr.

Greenfield, Ill.—Our new elvtr. is very nearly completed.—Geo. N. Cole, mgr. Farmers Co-op. Grain Co.

Pearl, Ill.—We have bot the Pearl Elvtr. of Otto Retzer and are now in possession.—Donohoo Bros.

St. David, Ill.—The St. David Elvtr. Co. will build a new warehouse near its recently completed elvtr.

Loda, Ill.—The Farmers Elvtr. Co. has bot the elvtr. of the E. M. Hungerford Elvtr. Co. P. Campbell of Paxton, is mgr.

Odell, Ill.—L. R. Jeter & Co. have bot our elvtr. and grain business at this point. L. R. Jeter is mgr.—Scott Greer & Co.

Cairo, Ill.—Ellet Antrim, son of H. S. Antrim, has arrived safe in New Zealand, where he will be cartoonist for a syndicate of newspapers.

Washington, Ill.—L. E. Render is mgr. for us. We are now operating our elvtr. recently bot from M. W. Jenkins.—Co-op. Farmers Grain Co.

Melvin, Ill.—Henry Glabe, formerly in the grain business at Chatsworth, has succeeded Wm. Bucholtz as mgr. for the Farmers Elvtr. Co.

Cropsey, Ill.—The Cropsey Co-op. Grain Co. has succeeded the Cropsey Elvtr. Co. and the stock of the company increased from \$30,000 to \$40,000.

Mendotta, Ill.—We have built a 3 deck lumber shed, 100 x 56 ft. and now handle lumber in addition to grain.—J. D. Barth, Farmers Co-op. Supply Co.

Dudley, Ill.—Pendry Williams, mgr. for the Rudy-Huston Grain Co. for the last 23 years, died Sept. 19, at the age of 63. He is survived by his wife.

Clinton, Ill.—The office of J. E. Bennett & Co., of Chicago, at this point has been discontinued and Fred Owings local mgr. has been transferred to the Decatur office of the company.

Bourbon, Ill.—Fred and John Jensen have bot our elvtr. and will take charge Sept. 15. H. A. Petry who was formerly in the grain business with J. Sipp, will be mgr.—Davis & Poe.

Esmond, Ill.—The elvtr. of the Farmers Elvtr. Co. is receiving the finishing touches and will soon be ready for business.—H. Lew Mathre, mgr. Lindenwood Co-op. Exchange, Lindenwood.

Gibson City, Ill.—The Farmers Elvtr. Co. is remodeling its elvtr. The old wood siding has been stripped off, the cribbing repaired and a new galvanized iron siding put on. J. D. McClean & Co. have the contract.

Donovan, Ill.—We have changed the name of our company and now operate as a co-operative company under the name of the Donovan Farmers Co-op. Elvtr. Co. I have been hired as mgr. for the coming year.—C. O. Rice.

Warren, Ill.—We have taken over the interests of C. N. Fank, having bot the elvtr. of E. D. Lausch, which was operated by Mr. Fank. We will make improvements, extensively repairing the building and installing a feed mill.—Emmett T. Scott, mgr. Warren Co-op. Elvtr. Co.

Munster, (Streeter p. c.), Ill.—An elvtr. of T. M. Hoarty burned recently with a loss of \$5,000; insurance \$2,000. The house was known as the Old Elvtr. and had not been used as yet this season, so was empty of grain at the time of the fire. Two buggies and some harness were about all that it contained.

Harvey, Ill.—Work on the fireproof elevator, warehouse and mill of the Harvey Milling Corporation is progressing rapidly. Already the foundations have been laid for the mill and the warehouse. When completed the elevator will have a total capacity of 200,000 bus. The warehouse is to be 65 by 135 ft. and the mill is to be 38 by 48 ft. L. A. Stinson, the builder, says the entire plant is to be completed this fall.

Marissa, Ill.—James McKinley, mgr. for the Marissa Grain & Elvtr. Co., had a narrow escape from a horrible death. Sept. 18, when he slipped from a wagon load of wheat which was ready to be dumped and fell headlong into the pit. His head struck the bottom, inflicting a severe gash on the forehead and rendering him semi-conscious for a moment. At the same time the load of wheat automatically dumped into the pit and covered him all but one foot. The instant discovery of his plight and the prompt assistances secured to rescue him, saved his life.

Bourbon, Ill.—We will operate the elvtr. recently purchased, as the Bourbon Grain Co.—H. A. Petry, mgr.

Mattoon, Ill.—The Farmers Co-op. Co. has been organized here with a capital stock of \$40,000 and will be incorporated at once. W. C. Abell, Ed Connell, and others are interested. The company will build or buy an elvtr. here at once.

Granville, Ill.—I have bot of an estate the Union Depot Elvtr. on the N. Y. C. and C., M. & St. Paul Railroads, put in new rope transmission and remodeled the scales. This house was at one time operated by Harry Surface.—Robert J. Reid, Ottawa.

Peoria, Ill.—The firms of Shaffer & Stream and the J. C. Shaffer Grain Co. have been consolidated and now have offices in the Jefferson Bldg. We operate as the J. C. Shaffer Grain Co. A. C. McKinley is no longer connected with the firm.—E. S. Shearer.

CHICAGO NOTES.

Board of Trade memberships have dropped to \$8,500 in price.

W. D. Regan has been admitted to membership in the Board of Trade.

The J. C. Shaffer Grain Co. has succeeded J. C. Shaffer & Co.—W. M. Hirschy, J. C. Shaffer Grain Co.

Fidel Martin, for many years in the hay and grain business here, dropped dead at the home of his granddaughter, Sept. 11. He was 77 years old.

The Norris Grain Co. has bot 5 acres of land on the Calumet river, between 98th and 100th St. and the Penna. Ry. tracks for a reported price of \$74,095.

J. S. Bache & Co. have recently opened offices at Kankakee, Pontiac and Dixon, Ill. The company also has 3 new salesmen on 'change. Tom Moran, Fred Smith and Fred Stevers while Wm. Justice has been added to the road force with Illinois, Iowa, Minnesota and South Dakota as his territory.

Richard S. Lyon, pres. of the Board of Trade in 1889, died of pneumonia, Sept. 16 at the age of 77. Mr. Lyon came to this city in 1865 from Cleveland, O., his home city, and joined the Board of Trade in 1873. He was a member of the old grain firm of Merrill & Lyon. In addition to serving the exchange as pres. Mr. Lyon was a director from 1892 to 1896 and was also at one time vice-pres. He is survived by his wife and two daughters.

Chas. L. Raymond, a retired grain dealer, fatally shot himself, Sept. 18 with suicidal intent. He was found dead on the floor of the bathroom of his apartment with 3 bullet wounds in the head and face. He was 80 years old and had been in ill health for sometime. In 1894 he was pres. of the Board of Trade, having started in the grain brokerage business here in 1864. He retired from active business in 1914 selling his membership, after having been in grain circles an even 50 years. He is survived by 4 sons and 2 daughters.

Geo. Roseman Nichols, a member of the Board of Trade since 1878, died Sept. 11, at the age of 67. He was actively engaged in the grain business for 32 years, operating as Young & Nichols. He was also captain of Company "K" which was the Board of Trade's company of the 1st infantry, I. N. G. for many years during which time he did a great deal to popularize the National Guard. The tragic death of his two sons, one in the Chapter House fire at Cornell in 1906 and the other in 1919 of acute blood poisoning contracted during his service in France, are believed to have been potent causes of his death. He is survived by his widow.

INDIANA

Portland, Ind.—The Equity Exchange will install a Randolph Drier in its elvtr.

Markle, Ind.—The Farmers Grain Co. will install a coal unloader at its plant.—K.

Cloverdale, Ind.—E. N. Larkin has bot half interest in the Cloverdale Mill and Elvtr. owned by J. W. Croxton.

Crawfordsville, Ind.—The Crabbs Reynolds Taylor Co. has increased its capital stock from \$80,000 to \$700,000.

Monroeville, Ind.—Geo. Knecht is mgr. for the Equity Union Exchange which recently bot the elvtr. of Niezer & Co.

Seymour, Ind.—The Blish Milling Co. has bot the old fire equipment of the city and has built an engine house adjacent to its mill and elvtrs. Employees will be drilled and a fire company formed for the protection of the plant.

Manilla, Ind.—Thos. K. Mull is going to quit the grain business. He expects to sell his elvtr. in a few days.

Greensfork, Ind.—Wade Kennedy of Economy, has succeeded Eden Martindale as mgr. for the Farmers Co-op. Elvtr. Co.

Anderson, Ind.—We will not build an addition as reported but will make slight interior changes.—Union Grain & Feed Co.

Medaryville, Ind.—The Medaryville Co-op. Ass'n. incorporated for \$50,000 by H. F. Bremer, Fred Kroft and John Selmer.

Indianapolis, Ind.—Steinhart Grain Co. incorporated for \$10,000 by A. N. Steinhart, Everett E. Allison and E. G. McCullom.

Akron, Ind.—The Akron Co-op. Supply Co. has succeeded the Akron Milling Co. and is operating the mill, elvtr. and coal sheds.

Anderson, Ind.—Henry Bash, formerly with C. E. Bash & Co. of Huntington, Ind., is now mgr. for the Union Grain & Feed Co.

Monterey, Ind.—The Farmers Co-op. Co. have bot my elvtr. at this station and will take possession Sept. 27.—J. L. Hoesel, Leiters Ford.

Jasper, Ind.—We have merely re-incorporated our firm and changed the name. We formerly operated as the Victoria Milling Co.—Victoria Mill & Elvtr. Co.

Evansville, Ind.—I expect to locate in this city and to operate the Southern Grain Co. of which I am sole owner here. I formerly operated at Memphis, Tenn., under the same name, thru the public warehouse of the Riverside Elvtr. & Warehouse Co.—W. R. Stout, Owensboro, Ky.

Lowell, Ind.—We have succeeded the C. E. Nichols Co., having taken over the company's 2 elvtrs. here and one each at Shelby and Dinwiddie. I was formerly mgr. for the old company and had been with it for a number of years. I am however at present with the new company.—C. N. Gragg, mgr. Farmers Elvtr. Co. of Southern Lake County.

Portland, Ind.—L. G. Holmes, for many years a prominent grain dealer in this city, died recently in a sanitarium at Battle Creek, Mich., after an operation for acute kidney trouble. He was 48 years old. Mr. Holmes built and operated the elvtr. now owned by the Equity Exchange to which he sold it in May, 1916, after which he conducted a coal business until his death. He is survived by his widow, one son and two daughters.

IOWA

Badger, Ia.—We have installed a Trapp Dump.—Farmers Elvtr. Co.

Mondamin, Ia.—I am now mgr. for the Farmers Co-op. Co.—W. Maher.

West Union, Ia.—Arthur Jenkins is now mgr. for the Farmers Co-op. Co.

Beaman, Ia.—W. F. Wier has resigned as gen. mgr. for the Farmers Elvtr. Co.

Badger, Ia.—My present address is Colo, Ia.—V. V. Kohl, formerly mgr. for Quaker Oats Co. here.

Reinbeck, Ia.—The new elvtr. of the Reinbeck Lumber Co. has been completed and is now in operation.

Dewitt, Ia.—W. D. Wendt is mgr. of the new elvtr. of the Equity Elvtr. Co. which has just been opened.

Clearfield, Ia.—The material for the new elvtr. of the Farmers Union has arrived and work will be started soon.

Carnarvon, Ia.—Franck & Stoelk have succeeded Stoelk Bros. and we have discontinued business.—Stoelk Bros.

Blairsburg, Ia.—The elvtr. of Gilchrist & Co. is being repaired and painted.—E. P. Meyer, mgr. Farmers Elvtr. Co.

Frimghar, Ia.—A. C. Propp has bot the elvtr. of Rudloff & Son. Mr. Propp was formerly an elvtr. mgr. at Sutherland.

Sioux Rapids, Ia.—F. B. Mathers is mgr. for the Quaker Oats Co. here.—O. W. Eaton, agt. Western Elvtr. & Grain Co.

Buck Grove, Ia.—I am again operating my old elvtr. Have remodeled the office and installed electric lights.—H. G. Scott.

Templeton, Ia.—A. F. Pape, mgr. of the Templeton Lbr. Co. has resigned and is now mgr. for the Dozier Grain Co.

Sumner, Ia.—The report that an elvtr. was to be built here was incorrect.—F. H. Friedmann, mgr. Farmers Co-op. Co.

Jefferson, Ia.—The Farmers Elvtr. Co. has filed articles of amendment to its charter and now operates on a co-op. basis.

Dickens, Ia.—The house which I recently covered with a water proof cement coating is constructed of tile.—C. M. Varney.

Le Mars, Ia.—Chas. A. Wernli has succeeded Fred W. Burns as pres. and gen. mgr. for the Plymouth Millg. Co. W. H. Boyd is sec'y.

Cedar Rapids, Ia.—Leo. J. Duster, with the King Wilder Grain Co. here, was married recently to Miss Margaret Crosby of this city.

Fairmont, Ia.—The office of the Independent Grain & Lbr. Co. was recently entered by burglars, who took \$130 in checks and stamps.

Luray, Ia.—Luray Co-op. Elvtr. Co. has been organized with a capital stock of \$6,000 and will be incorporated at once. C. Dannen is sec'y-treas.

Mason City, Ia.—Earl G. Cool, mgr. for P. H. Schifflin & Co. at this point, has resigned and will open an office on his own account in Des Moines.

Emmetsburg, Ia.—We have moved our office from Milford to this city.—O. V. Critz, Critz & Co. (The company sold its elvtr. at Milford last spring.)

George, Ia.—We are installing a new auto dump and Boss Car Loader. Also enlarging our coal sheds and building a flour warehouse.—Farmers Elvtr. Co.

River Sioux, Ia.—The Nye-Schneider-Fowler Co. of Omaha, bot the elvtr. of the Updike Grain Co. at this station.—W. Maher, mgr. Farmers Co-op. Co., Mondamin.

Des Moines, Ia.—Earl C. Cool, mgr. for P. H. Schifflin & Co., of Chicago, at Mason City, has resigned and will enter the grain business on his own account at this market.

Webster City, Ia.—Farmers in this vicinity will build an elvtr. soon. They are starting an organization.—Hugh Nairn, mgr. Farmers Grain Co., Flugstad, (Duncombe p. o.)

Maple Hill, Ia.—We have leased our elvtr. to Paul H. Graves of Gruver. He also leases a house at Huntington and operates one of his own at Gruver.—Maple Hill Merc. Co.

Maquoketa, Ia.—The Farmers Co-op. Co. has let contract to the Burrell Engineering & Construction Co., for a \$40,000 elvtr. which is to be equipped with the latest machinery.

Dike, Ia.—We have completed a 24 x 50 ft. hollow tile warehouse and will build a 12,000 bu. tank elvtr., 20 ft. in diameter and 40 ft. high.—Geo. Billman, mgr. Farmers Elvtr. Co.

Des Moines, Ia.—Russell Holbrook, ass't. mgr. for the Blair Elvtr. Co. is wearing a broad smile these days. The reason is a 9½-lb. boy who recently arrived at the Holbrook home.

Meridan, Ia.—The injury of Dan Gill occurred in a grain elvtr. on a farm near here. His hand was caught in the elvtr. and badly hurt but is about well now.—Farmers Co-op. Elvtr. Co.

Gibson, Ia.—We have bot the business of the Home Lbr. Co. of this place. We will not need to build or repair this fall. Will handle grain, lumber, etc.—W. J. Darland, mgr. Farmers Elvtr. Co.

Geneva, Ia.—The office of the Farmers Elvtr. Co. was entered thru a window by burglars recently. A dozen or more automobile tires valued at \$300, which were in the office, was all that was taken.

Odebolt, Ia.—Tom Berryman is no longer mgr. of the Farmers Elvtr. Co. at this station. He is now with the Elmore-Shultz Grain Co. of St. Louis, Mo. A. B. Traeder is the new mgr.

Storm Lake, Ia.—I am installing a Globe Truck Dump in my elvtr. here and am repairing some of my other houses. The Younglove Construction Co. has the contract for my work.—Geo. A. French.

Davenport, Ia.—The mill and elvtr. of the Phoenix Milling Co. has been sold to the Updike Milling Co. of Omaha. Extensive repairs will be made. W. J. Martin, for 19 years mgr. for the old company, will remain with the new one for a time.

Parkersburg, Ia.—The Independent Grain & Lbr. Co. has bot the East Elvtr. and will use it after it has been thoroly overhauled and repaired. It will be reshingled and painted and a new motor will be installed. A new office will also be built.

Somers, Ia.—The Somers Elvtr. Co. has let contract for a 25,000-bu. concrete elvtr. to be equipped with truck and wagon dumps and all other up-to-date elvtr. machinery. The company own another elvtr. here and will have two outlets for shipments.

Bouton, Ia.—J. B. O'Malley lost his suit against a farmer, J. H. Thompson, as Thompson was able to prove that he had tendered corn to O'Malley at the time specified in the contract but it had been refused as the elvtr. was out of commission at that time.

Hawarden, Ia.—E. R. Lambertson for a number of years mgr. for the Farmers Grain Co. has resigned and will leave the company as soon as some one can be found to relieve him. He has bot an interest in the elvtr. of R. H. Nolan and the house will hereafter be operated as Nolan & Lambertson.

Morrison, Ia.—The Farmers Co-op. Elvtr. Co. is now in possession of the elvtr. and coal business of P. R. Frazier which it recently bot. Mr. Frazier is still living here and will take a vacation for a time. He has not made any definite plans for the future but may re-engage in the grain business later on.

Cumberland, Ia.—E. and P. Kirchner have let contract to the Younglove Constr. Co. for a 20,000-bu. frame elvtr. with cement basement. It will be equipped with the latest machinery and is to be completed Oct. 15 in time to store grain. Work has been started. The old elvtr. burned Aug. 8 with a loss of \$40,000.

Beaver, Ia.—The Quaker Oats Co. has bot suit against 2 farmers, D. J. Rinker and Frank Wilcox, to recover alleged losses sustained, when the farmers failed to deliver corn contracted for at the specified time. The company claim to have advanced money on the contract to Rinker and state it has never received any corn from either man.

Creston, Ia.—The elvtr. of the Farmers Co-op. Elvtr. Co., containing 2,000 bus. of shelled corn, 2,000 bus. of oats, 500 bus. of wheat, 200 bus. of rye, 10 bus. of barley and 500 tons of feed, burned recently with a loss of \$10,000 which is very nearly covered by insurance. This is the second time in 10 months that the company has lost an elvtr. by fire.

Malvern, Ia.—The elvtr. formerly operated as the Summers Seed House, is now operated by myself, in connection with P. Kilmartin, my father who is a seed dealer here. Until we build an elvtr. we do not expect to do an extensive grain business, but we do intend to handle quite a bit of ear corn for feeders this fall and winter.—A. P. Kilmartin.

Long Point, Ia.—The elvtr., store and home of O. A. Rucker burned at 9:30 p. m., Sept. 14. The loss is placed at \$15,000 with \$10,000 insurance. The fire started on the outside of the elvtr. about 10 mins. after a passenger train had passed and it is that that a spark was the cause. About 3,000 bus. of oats and a complete stock of merchandise in the store were destroyed. Mr. Rucker will rebuild at once.

Zearing, Ia.—The elvtr. of Paul Peterson filled to the last inch of space with grain, burned at 12:30 a. m. Lack of cars had made it impossible to ship the grain in the house and it held at least 20,000 bus., all of which is practically a total loss. The fire was burning rapidly when discovered and nothing could be done to save the house or its contents. An implement warehouse belonging to the elvtr. was also burned. Both the house and grain were insured but it is not that that the insurance will any where near cover the loss.

Decorah, Ia.—The Rock Island Elvtr. operated by Stoskopf & Baker burned at 9:30 p. m., Sept. 12. The fire was first seen in the office and those who arrived first say that a window was open and that there was a strong smell of kerosene around the building. Before the fire department could be reached the flames were beyond control and the building and its contents a total loss. The elvtr. is owned by the railroad company and was built 30 years ago. About 1,500 bus. of oats and barley belonging to the operators was rendered practically useless. The total loss is placed at \$20,000. The elvtr. will probably be rebuilt. It is believed that it was set on fire.

Massena, Ia.—The elvtr. of Johnson-Morehouse & Co., containing 1,500 bus. of corn and 4,000 bus. of oats, burned at midnight Sept. 7, with a loss of \$10,000, partially covered by insurance. The fire had gained so much headway when discovered that nothing could be done to save the building. Whether the company will build a new elvtr. this fall depends on whether the contractor can guarantee to get the materials on the ground and have it erected in time to handle the present crop. If this cannot be guaranteed the company intends waiting until spring to build. But C. R. Robinson mgr., states that in case they cannot build before spring they will buy on track.

Grundy Center, Ia.—L. G. Clay, mgr. for the Farmers Co-op. Elvtr. Co., has been appointed supt. of the Planters Terminal Elvtr. Co., of Des Moines, which will build an elvtr. there before summer. Mr. Clay's contract here does not expire until Apr. 1, 1921, and he will stay until that time, in fact he will not report for duty to the new firm before July 1, of next year. The question of a new mgr. here will not be considered until later.

Farragut, Iowa.—On page 293 of the Grain Dealers Journal for Aug. 10, appeared a news item regarding the explosion of an air pressure tank, which might have been interpreted to mean that the explosion occurred in a tank used in the operation of an Automatic Truck Dump. However, such was not the case, as the Automatic Truck Dump does not use any kind of power other than the power of the truck it is unloading. The air tank which exploded had been placed in the cupola of the elevator. The safety valve on the tank, for some unknown reason, had been removed by one of the operatives, and in its place a steel block had been screwed into the tank. The man in charge of the elevator was elevating grain and had been for over two hours. He forgot to throw out the clutch connecting the machinery which operated the air compressor. Accordingly, the tank was overcharged and exploded, blowing a hole in the north side of the cupola, some 8 ft. in diameter. The tank split in the seams, and the force of the explosion turned the lugs backward till they met back to back. The damage to the building was small and the tank was quickly replaced by the makers, without cost to the elevator company. The Automatic Dump at no time has required any power to operate, so our news item was in error, so far as it could be twisted to convey any impression that the accident occurred in connection with the operation of a Moffitt Dump.

SIoux CITY LETTER.

We have just opened an office in this city.—Richard C. Jones, mgr. for Nye-Schneider-Fowler Co.

J. A. Tiedeman, former pres. of the Board of Trade, has taken up the duties of sec'y of the exchange and is officially in office.

The Board of Trade is installing a private telephone system and every office in the building will be connected with a private booth on the trading floor.

KANSAS

Sterling, Kan.—The Arnold-Midaus Milling Co. has completed its elvtr.

Leoti, Kan.—Farmers are organizing a company to buy the elvtr. and mill of Wm. Chelf.

Ingalls, Kan.—Farmers Elvtr. & Supply Co. incorporated for \$20,000 by E. R. Ray and others.

Oswego, Kan.—The Associated Mill & Elvtr. Co. of Kansas City, Mo., will build a large elvtr. here

Seward, Kan.—The Keystone Mill & Elvtr. Co. has succeeded the Kansas Grain Co. at this market.—X.

Alma, Kan.—We are installing a new truck scale in our elvtr.—A. E. Senge, mgr. Farmers Union Elvtr.

Fredonia, Kan.—The H. W. Smith Hay & Grain Co. has built a 60 x 120 ft. hay barn of 2,000 tons capacity.

Anthony, Kan.—Chas. McGinness former mgr. for the St. John Mills, at St. John, is now mgr. for the Anthony Mills here.

Alton, Kan.—We have installed a new engine and Richardson Automatic Scale in our elvtr.—Osborne Co. Co-op. Ass'n.

Webber, Kan.—The elvtr. of Bossemeyer Bros. at this station has been sold to the Associated Mill & Elvtr. Co., of Kansas City, Mo.

Wichita, Kan.—Wm. Gardiner, supt. of the Red Star Milling Co. recently suffered a paralytic stroke which resulted in his death.

Burdett, Kan.—The Bauer-Vaughn Grain Co. has been organized here with S. S. Vaughn as pres. and J. Bauer sec'y. E. C. Bates is mgr.

"EXCEPTIONAL SERVICE"
Jones-Hettelster Const. Co.
 Designers and Builders of
GRAIN ELEVATORS and FLOUR MILLS
 706 Mutual Bldg., Kansas City, Mo.

De Soto, Kan.—Glen H. Frisbie is our mgr. here. We now operate the elvtr. formerly owned by the De Soto Elvtr. Co.—Associated Mill & Elvtr. Co.

Ellinwood, Kan.—G. W. Kendrick, formerly sales-mgr. for the Stafford Flour Mills Co., Stafford, is now with the Ellinwood Grain & Supply Co.

Pratt, Kan.—J. H. Magruder, owner of several elvtrs. all of which are full of wheat, has bot 2 box cars and will use them to move his grain to market.

Ft. Scott, Kan.—The Brooks Co. is enlarging its feed plant. We have had no cyclone here or storm of any kind as reported.—J. H. Karns, mgr. Goodlander Mills.

Courtland, Kan.—The Associated Mill & Elvtr. Co. of Kansas City, Mo., has formed a company with the farmers in this vicinity and is negotiating for the elvtr. of the Bossemeyer Bros.

Harveyville, Kan.—I have succeeded Geo. M. Calkins as mgr. for the Harveyville Grange Co-op. Business Ass'n. Was formerly mgr. for the Cedarvale Co-op. Co. at Cedarvale. — C. E. Stepleton.

Salina, Kan.—J. L. Lynch, vice-pres. of the Weber Flour Mills Corporations, has resigned and will open an office on his own account at this market. H. Y. Nye will succeed him with the corporation.

Luray, Kan.—The Luray Mill & Elvtr. Co. is building a 12,000-bu. elvtr. and equipping it with the most up-to-date machinery. It will be ready for operation Nov. 1. Geo. L. White is mgr. of the company.

Norwich, Kan.—The elvtr. of the Farmers Co-op. Elvtr. & Supply Co. was threatened with destruction by fire recently when flames were discovered in the adjoining coal sheds. The damage however was slight.

Paxico, Kan.—I sold my elvtr. at Harveyville to the Grange Ass'n. and in June came here and went into business again with my father and younger brother. We operate at this station, Vera, Belvue and Grove, all in Kansas.—Jas. O. Dougan, J. H. Dougan & Sons.

Manhattan, Kan.—We will build a 1,000-bbl. mill and a 100,000-bu. elvtr. here. We have also planned to construct several line elvtrs. and have let contract for one at Cleburne. We will re-open and operate the 200-bbl. Purity Mill and our 100 ton sweet feed plant.—A. M. Floersch, pres. Liberty Milling & Ice Co.

St. Francis, Kan.—We are building a 9,000-bu. addition to our elvtr. and are installing a Hall Distributor. We have also equipped the elvtr. with a Trapp Dump. Jonah Crosby & Son are planning to build a 30,000-bu. addition to their elvtr. which will give them a total capacity of 50,000 bu.—Harold Jensen, mgr. Central Granaries Co.

KENTUCKY

Carlisle, Ky.—During a recent cloudburst the bins in the plant of the Carlisle Milling Co. were flooded and \$25,000 worth of wheat was damaged.

Owensboro, Ky.—Henry Obryan has bot the interest of his partner R. W. Owen in the Owensboro Grain Co. and is now sole owner of the business.—W. R. Stout.

Louisville, Ky.—With the roof of the new plant just finished, the Kentucky Feed & Grain Co. is already planning to increase the storage capacity of the plant still more.

MARYLAND

Alesia, Md.—I am out of the grain business. C. G. Burke has succeeded me.—C. H. Spicer.

Gaithersburg, Md.—Bowman Bros., who formerly operated at Germantown, are building a new mill and elvtr. here at a cost of \$100,000.

BALTIMORE LETTER.

Wm. C. Riley, who has been employed at Elvtr. "B" of the B. & O. Ry. Co. for 37 years, was caught in a belt at the elvtr. and instantly killed.

The price of Chamber of Commerce memberships is increasing. Recently the price was \$300 but is now \$400 and the exchange is considering raising it to \$500.

A fotograf of the Western Maryland Elvtr. and its surroundings was recently made from an airplane. The picture has attracted a great deal of attention on 'change on account of its clearness of detail.

G. Stewart Henderson, traffic mgr. for the Chamber of Commerce, fractured his right arm. Sept. 12, while cranking his auto. He will not make a similar attempt for some time to come.

Fire broke out in the office of W. T. Shackelford & Co., Sept. 5 on the first floor of the Chamber of Commerce Bldg. As it was Sunday it is thot that the fire must have been due to defective wiring.

The Pennsylvania R. R. Co. has sent the following notice to the Chamber of Commerce: Effective at once and superseding all previous arrangements, no grain will be cleaned at the Canton Export Elvtrs. Nos. 1 and 3, unless specific orders are given by owners. All grain of the same grade and dockage will be stored together.

MICHIGAN

Royal Oak, Mich.—F. J. Ingel has bot the elvtr. of the Royal Oak Grain Co.

Ithaca, Mich.—We have just completed a new hay barn of 50 cars capacity.—Ithaca Roller Mills.

Ovid, Mich.—The Farmers Co-op. Elvtr. Ass'n. incorporated for \$15,000. The company has let contract for an elvtr.

Mt. Pleasant, Mich.—The Isabella County Farmers Grain Co. has increased its capital stock from \$20,000 to \$50,000.

Crosswell, Mich.—The elvtr. recently bot by the Farm Buro of the Saginaw Milling Co., was the Farmers Elvtr. I am mgr.—F. A. Bickle.

Durand, Mich.—We are planning to build a 35,000-bu. elvtr. and a feed warehouse at our plant at this station.—Commercial Milling Co., Detroit.

Newaygo, Mich.—The Gleaners Clearing House Ass'n. has bot the elvtr. of Harrison Edwards at this station and now controls both houses here, having acquired the elvtr. of the Newaygo Co-op. Ass'n. in July.

Mt. Clemens, Mich.—We own and operate the only elvtr. here. The farmers of the vicinity have bot the mill of the Wolcott Milling Co. and operate it as the Farm Buro Milling Co.—Mt. Clemens Milling Co.

Elk Rapids, Mich.—The Elk Rapids Co-op. Marketing Ass'n. has bot the grain, coal and feed business of Olsen & Bary and has consolidated it with its own business under the management of W. L. Burns.

Mount Forest, Mich.—The elvtr. of the Cass Bean & Grain Co. was struck by lightning Sept. 15, the lightning tearing a large hole in the roof of the building, which caused some damage to stock on account of the heavy down-pour of rain.—Eli M. Stout, sec'y.-mgr., Bay City.

MINNESOTA

Delano, Minn.—The Farmers Elvtr. Co. is building a flour warehouse.

Warren, Minn.—Walter Melgard is again mgr. of the elvtr. of Andrew Melgard.

Danvers, Minn.—The Farmers Co-op. Elvtr. Co. has been incorporated here.

Akely, Minn.—The H. C. Ervin Co. of St. Cloud, has bot the elvtr. of McConville Bros.

Plainview, Minn.—The R. E. Jones Co., of Wabasha, has bot the elvtr. of Gilchrist & Co.

Lynd, Minn.—The Farmers Community Elvtr. Co. has organized here with a capital stock of \$50,000.

Blooming Prairie, Minn.—Our elvtr. is the only house here now open for business.—Farmers Elvtr. Co.

Henderson, Minn.—Farmers are organizing a company to buy the elvtr. of the Skewis Grain Co. at East Henderson.

Benson, Minn.—The plant of the Benson Market Co. was destroyed by fire recently. The loss is reported to be heavy.

Traverse, Minn.—The Farmers Elvtr. Co. is debating the subject of increasing its capital stock and building a new elvtr.

Granite Falls, Minn.—Geo. Dillingham, formerly mgr. for the Red Wing Milling Co., has bot the company's elvtr. here.

Ulen, Minn.—Knute Johnson has bot the elvtr. of the Ulen Grain Co. owned by Ole Skalet and will operate it in his own name.

Houston, Minn.—R. Wadell has resigned as mgr. for the Farmers Co-op. Elvtr. Co. and will be mgr. of an elvtr. at Waldorf.

Dodge Center, Minn.—The Farmers Co-op. Co. has been formed here and will build an elvtr.

Grand Meadows, Minn.—I am now mgr. for the Farmers Grain Co.—G. A. Hooda. (Ed Hagen was reported as mgr. thru error.)

Moorhead, Minn.—The Farmers Elvtr. Co. has bot the elvtr. of the Rustad Elvtr. Co. from Tom Comer but he will continue to operate it.

Belview, Minn.—C. W. Krogstad is now mgr. for the Farmers Co-op. Ass'n. He was formerly mgr. for the Eagle Roller Mill Co. at Boyd.

Viola, Minn.—C. J. Monroe and H. McHugh have taken over the elvtr. of C. E. Richmond & Co., and will operate as the Viola Grain Co.

Hastings, Minn.—The farmers company which recently let contract for an elvtr. here, is now fully organized and has a capital stock of \$50,000.

Danvers, Minn.—The Farmers Milling Co. has bot the elvtr. of the Minert-Anderson Co. I. C. Minert will remain as mgr. for the new company.

Red Wing, Minn.—It is rumored here that the Froiley Malting Co. of Milwaukee, will operate the plant of the Winona Malting Co. at this point.

Underwood, Minn.—The Underwood Grain Ass'n. has installed a Fairbanks Scale and a truck dump in its elvtr. which is again open for business.

Clarkfield, Minn.—The Clarkfield Roller Mills Inc. has reshingled its elvtr. and wired it with flexible conduit. A new scale and dump have also been installed.

St. Clair, Minn.—The Hunting Elvtr. Co., of Minneapolis, has completed its new elvtr. at this station. It also has new coal sheds and feed and flour warehouse.

Mountain Lake, Minn.—The Hubbard & Palmer Co. has bot the elvtr. of Frank Schroeder and will operate two houses here, with J. Niesan in charge of both.

Amboy, Minn.—Geo. Secrest and Wm. O. Johnson have bot the elvtr. of the Amboy Grain Co. and will put the house into operation at once. Ed O'Connor will be mgr.

Lynd, Minn.—We have organized the Farmers Community Elvtr. Co. and have leased the elvtr. of the old Lynd Farmers Elvtr. Co. F. Greve is ass't mgr.—C. N. McDonald, mgr.

Boyd, Minn.—G. J. Damman has succeeded C. W. Krogstad as mgr. for the Eagle Roller Mill Co. here, Mr. Krogstad resigning to become mgr. for the Farmers Co-op. Ass'n. at Belview.

Sebekka, Minn.—F. J. Johnson of Menahga has bot the elvtr. of the Park Rapids Fuel & Supply Co. A. Haataja, formerly mgr. for the Farmers Co-op. Elvtr. Ass'n. of Menahga, will be mgr.

Jordan, Minn.—We bot the elvtr. of Schmitt & Moeller but it is not now being used for grain and may not be used again at all, altho it is possible.—Jordan Electric Light & Milling Co.

Plainview, Minn.—Our elvtr. and business in this city is now conducted in my name as I have been sole owner and mgr. of C. E. Richmond & Co., since last spring.—M. J. Manchester.

Hickman, (Marshall p. o.), Minn.—E. C. Wilhen, formerly agt. at this station for the Atlas Elvtr. Co. has been transferred to the company's elvtr. at Nicolet. I have succeeded him here.—R. Q. Zeches.

Blooming Prairie, Minn.—Ulland & Co. have not bot an elvtr. here as reported, in fact no elvtr. has changed hands. I am only handling my own farm grain this year on account of wheat failure.—M. M. Guthrie.

Hallock, Minn.—I have bot the elvtr. of the Hallock Grain & Supply Co. and will operate it under the same name. I will remain in Detroit, Minn., myself—S. I. Miller. (The elvtr. was owned by H. H. Borneman.)

Lester Prairie, Minn.—V. E. and R. L. Newstrom have recently bot part interest in the Newstrom Milling Co. C. F. Newstrom and myself are still actively engaged in the firm. We have installed new cleaners.—Wm. Newstrom.

Kasota, Minn.—We have purchased the elvtr. of the Gould Grain Co. at this station. It has a capacity of 100,000 bus. and is in good repair. David A. Deline is supt. of the elvtr. and will live here. Our main office is in the Corn Exchange Bldg., Minneapolis.—Kasota Grain Co. (Mr. Deline was formerly supt. of the Calumet Elvtr. at Minneapolis, operated by Nye-Jenks & Co.)

So. Stillwater, (Stillwater p. o.), Minn.—We are building a combination feed mill, warehouse and 2,000-bu. grain storage house. The building is 24 x 48 ft. and the basement is for potatoes. We built it as a necessity to give the farmers a market.—J. B. Weissner, sec'y. Anderson Yards Co.

DULUTH LETTER.

The Benson-Quinn Co. has been admitted to membership in the Board of Trade.

The J. Rosenbaum Grain Co. and the Gee-Lewis Grain Co. have been admitted to associate membership in the Board of Trade.

Memberships withdrawn from the Board of Trade are J. M. Jenks, S. H. Howe, Jas. W. Wood and J. H. Mac Millan, Jr.

New members of the Board of Trade are E. L. Sloson, O. T. Newhouse, A. Reed Rubey, E. S. Jennings and Duncan W. Frick.

H. F. McCarthy has bot the membership of P. B. McTeigue in the Board of Trade and Hamilton Cook that of A. C. Andrews.

The following memberships in the Board of Trade have been transferred: John McMillan, Jr. to Duncan W. Frick and B. F. Benson to F. J. Trambley and G. K. Labatt to Mark Magnusson.

E. A. Forsythe and Carl Driesback, who were with the Watson S. Moore Grain Co. before it went out of business, are now in charge of the pit and cash grain business of the company which is again in operation at this market. Mr. Moore is at present managing the New York office, in New York City.

MINNEAPOLIS LETTER.

C'arence E. Lee has applied for membership in the Chamber of Commerce.

G. Ryan has succeeded David A. Deline as supt. of the Calumet Elvtr. operated by Nye, Jenks & Co.

W. E. Mereness of the Wernli-Anderson Co., has fully recovered from his recent operation and is again able to be at his desk.

The regular monthly meeting and banquet of the Minneapolis Grain Shippers Ass'n. was held Sept. 17, at the Sampson Hotel, Excelsior.

Mrs. Oliver Dalrymple, mother of Pres. Wm. Dalrymple, of the Chamber of Commerce, died at her home in St. Paul, at the age of 74. She had been a resident of the Twin Cities for 50 years. Pres. Dalrymple and his brother, John survive her.

Chas. M. Loring celebrated his 87th birthday Sept. 15, by telling of his many experiences in the 60 years he has lived in this city, and especially of the old days of the Board of Trade and Chamber of Commerce. He was a charter member of the latter and served as its pres. in 1888.

H. E. Hughes has come with this company, having formerly been with the Van Dusen-Harrington Co. for 30 years and will take charge of the shipping end of our business. Mr. Hughes naturally has a very large acquaintance thruout the east and south among the grain dealers and we naturally look upon him as a very valuable addition to the personnel of this company.—McLaughlin Grain Co., W. S. McLaughlin, Pres.

MISSOURI

Centertown, Mo.—I am mgr. for the Farmers Elvtr. Co. here.—C. A. Burger.

Webb City, Mo.—The Ball & Gunning Milling Co. has completed an 80 x 163 ft. warehouse.

Butler, Mo.—James W. Harrison has bot the plant of the Cannon Bros. Milling & Elvtr. Co.

Amoret, Mo.—I am out of the grain business.—J. H. Braden, formerly mgr. Amoret Elvtr. Co.

Eugene, Mo.—The Farmers Co-op. Ass'n. of Jefferson City, which has been capitalized at \$25,000, will build a 10,000-bu. elvtr. here and a similar one at Henley.

Carl Junction, Mo.—The Farmers Interstate Elvtr. & Commission Co. has bot the elvtr. of the Brand-Dunwoody Milling Co. of Joplin, at this point and has built a new flour and feed warehouse.

Carrollton, Mo.—The R. V. Seward Grain Co. of Kansas City, Mo., has bot an elvtr. here.

Osage City, Mo.—The J. M. Hays Elvtr. & Milling Co. is building a 50,000-bu. concrete elvtr.

Brunswick, Mo.—I am mgr. for the Farmers Co-op. Ass'n. which recently bot the elvtr. of W. S. Owen.—C. R. Meyers.

Springfield, Mo.—The Lipscomb Grain & Seed Co. is building a new fireproof concrete and tile warehouse and office building.

Oak Hill, Mo.—The Tiemann Elvtr. Co., of St. Louis, has bot a site on the M. P. at this station and a \$350,000 elvtr. and warehouse will be built.

Carthage, Mo.—R. T. Cooper, Jr., formerly grain inspector at Charleston, has been appointed inspector of the new office here, which will serve this city, Joplin and Webb City.

Sarcoie, Mo.—The Farmers Elvtr. Co. operating at this station, is not incorporated. It will buy grain for the McDaniel Milling Co., Carthage, Mo. for one year.—Henry Sabert, mgr.

Emma, Mo.—The Emma Co-op. Elvtr. Co. has let a contract to The Monolith Builders, Inc., for a 30,000-bu. reinforced concrete grain elvtr., to be completed this fall. The building will be fireproof and modern in every respect. Construction is starting at once.

Malden, Mo.—Matthews & Stubblefield have let contract for the rebuilding of their elvtr. destroyed by fire last December. The new house will be larger than the old one and will be equipped with the best machinery obtainable. It will be on the site of the old house.

Mexico, Mo.—The installation of machinery is just being completed in the new 30,000-bu. concrete elvtr. of The Producers Grain Co. The building was designed and built by The Monolith Builders, Inc., who are also installing the machinery complete. The concrete work was completed last week.

Sweet Springs, Mo.—The new 60,000-bu. elvtr. of the Sweet Springs Milling Co. will be completed and ready to receive grain within 10 days. The structure is fireproof thruout, being of reinforced concrete construction with steel window sash and doors. The elvtr. also has a concrete dump shed and scale house. The building was designed and is being built by The Monolith Builders, Inc.

KANSAS CITY LETTER.

Frank A. Howard has been admitted to membership in the Board of Trade.

W. C. Kreger, formerly sales-mgr. for the Weber Flour Mills Corporation, of Salina, is now sec'y. of the Kaull Milling Co. of this city.

Merle H. Howard will assist his father, Frank A. Howard in the management of the new cash grain office of the Updike Grain Co. at this market.

A steet car recently struck the automobile of Henry P. Ismert, treas. of the Ismert-Hincke Milling Co., and Mrs. Ismert was severely bruised and hurt, tho not seriously injured.

The office of the U. S. Grain Corporation at this market was not closed by D. F. Piazzek, vice-pres. in charge, until Sept. 1. Mr. Piazzek announced some time ago that he would not quit until all matters were settled and kept the office open until they were. Mr. Piazzek will now take a much needed and well deserved vacation on his big farm near the city.

ST. LOUIS LETTER.

The many friends of Martin Mullally are pleased to learn that he is steadily improving.

The new quarters of the Traffic Dept. will be ready for occupancy in a few days. The offices are on the 2d. floor of the exchange and will be very convenient for the trade in general.

Ed W. Lansing, mgr. for Jas. E. Bennett & Co. at this market, dropped dead while playing golf at the Bellerive Country Club, Sept. 9. Apoplexy was given as the cause of his death. He was 64 years old. Bert Collins, many years mgr. of the cash grain department, is now acting as manager of the St. Louis office. The futures department in which Mr. Lansing was particularly interested is now in charge of Frank Weinberg, also an old Bennett employee.

MONTANA

Galata, Mont.—S. G. Berg is now mgr. for the Gallatin Valley Elvtr. Co.

Dunkirk, Mont.—M. E. Poyser is mgr. for the Montana Emporium Co. at this station.

Glendive, Mont.—The new 40,000-bu. elvtr. of the Occident Elvtr. Co. has been completed.

Hingham, Mont.—Roy Beewer is mgr. for the Imperial Elvtr. Co. which has again opened its elvtr. here.

Hobson, Mont.—Judith Grain Co. incorporated for \$10,000 by S. B. and H. M. Fairbanks and J. L. Hitch.

Dillon, Mont.—A. J. Foss, formerly mgr. for the Beaverhead Elvtr. & Milling Co., has moved to Glendive.

Baker, Mont.—The elvtr. of the Farmers Elvtr. Co. has been thoroly repaired and is in operation with Walter Lee as mgr.

Montague, Mont.—E. R. Larson is not mgr. of the Greeley-Schmidt Elvtr. Co. as I am agt. for that company.—C. F. Dipes.

Great Falls, Mont.—The Gallatin Valley Milling Co. will move its headquarters to Spokane, Wash., keeping a local office here.

Frazier, Mont.—The elvtr. of the Imperial Elvtr. Co. at this station has been re-opened after having been closed for 18 months.

Hathaway, Mont.—As the elevator at Hathaway will not open this year grain from that vicinity is being hauled by truck to Miles City.—C. L.

Collins, Mont.—I am now mgr. for the Rocky Mountain Elvtr. Co. at this station, having been transferred from Chateau by the company.—Fred Gewald.

Galata, Mont.—The stockholders of the Montana Emporium Co. have decided to run their elvtrs. on a separate basis and not as a unit as in the past.

Crane, Mont.—We repaired our elvtr. but later sold it to the Powers Elvtr. Co. which has retained A. F. Johnson as mgr.—James Wright, pres. Equity Co-op. Ass'n.

Cadmus, Mont.—The Intenational Elvtr. Co. has secured a site from the Gt. Northern Ry. Co. and will move the elvtr. at Baltic to this station. It will be taken down in sections and moved on flat cars.

Missoula, Mont.—W. C. Wilkes, who has been mgr. of the Ravalli Mills here, has been transferred to Portland, Ore., where he will be credit mgr. for the Northern Grain & Warehouse Co. which owns the mills.

Red Lodge, Mont.—We have just organized the Cash Grain Co. with a capital stock of \$40,000, and will deal in grain, hay and feed. Members of the firm are J. R. Weaver, N. T. Rogness and myself.—H. S. Anderson, mgr.

Cut Bank, Mont.—The elvtrs. of the Equity Elvtr. Co. and the International Elvtr. Co. are closed on account of short crops. The elvtrs. of the St. Anthony & Dakota Elvtr. Co. and our company are open and operating.—T. J. Larson, mgr. Cut Bank Grain Co.

Miles City, Mont.—The advisability of establishing a grain sampling service at this point has been thoroly investigated by W. O. Whitcom, supt. of the grain laboratories at Bozeman, and he has approved the plan in view of the great crops in this neighborhood.

Manhattan, Mont.—Henry Altenburg, Jr., formerly operating as the Manhattan Malting Co., is converting his elvtrs. here into storage warehouses for grain and he will actively enter the grain storage business. The elvtrs. have a storage capacity of more than 400,000 bus. They will be run as bonded warehouses for storing purposes with E. C. Wilharm as mgr.

On petition of the elevator men of Montana, to whom a hearing was recently granted, the Montana Grain Grading Inspection and Warehousing Commission has allowed increases in the charges allowable under the state law for the handling and storing of grain. Originally the handling charge was 2c a bu. This included receiving, elevating, carrying 15 days with insurance and delivering of grain at the elvtr. At the recent hearing elvtr. men showed that these processes cost the public elvtr. men from 6½ to 9½c per bu. The commission thereupon decided to revise the fees allowable by law and raised the legal charge from 2 to 4c for wheat and other grain except flax, the charge on which, 3c, is now increased to 6c. It also allowed an increase in the charge for cleaning wheat from 1 to 2c a bu. Storage charge under these fees will remain as it was originally, free for the first 15 days. It developed at the hearing that not to exceed 3% of the farmers put their grain in elvtrs. and then took it out for shipment themselves. The rule has been for the farmer to sell to the elvtr. within the 15 days' free time, so as not to have to pay any storage charge whatever.

"HAY! Ship Us YOUR GRAIN"

GORDON-WATTS GRAIN CO.

Successors to T. P. Gordon Comm. Co.

ST. JOSEPH

MISSOURI

Columbus, Mont.—The Farmers Elvtr. Co. has installed an auto truck scale and dump.

LEWISTON LETTER.

The Grain Growers Elvtr. Co. has bot the elvtr. of the Equity Co-op. Ass'n. Chas. Krull will be mgr.

The Rotary Club of this city held an "Elvtr. Day" at its recently meeting, J. R. Swift, of the Montana Elvtr. Co., presiding. Chas. R. McCabe, pres. of the Montana Flour Mills Co., led the speakers with a clear and concise discussion of the many problems of the elvtr. companies, not only as to finance but in relation to gross and net profits and the overhead charges. P. F. Brown, pres. of the Brown Elvtr. Co., followed with a talk on the present situation of elvtr. and grain men. Several other speakers were heard and much knowledge of interest and value was gained by all present.

The Idaho Wheat Growers Ass'n. has been incorporated as a co-op. non-profit organization to engage in sowing, producing, shipping, warehousing, handling and marketing of wheat and in the financing of such operations. The company has no capital stock, but admits members upon payment of an entrance fee of \$10. Any wheat grower is eligible to membership. Lewiston will be the principal place of business, and there are 11 directors, as follows: H. G. G. Cox, William Allard, H. J. Herman, N. H. Jacobs, U. R. Wamwurt, F. C. Spencer, J. Wisher, O. W. Dawell, E. G. Fry, R. L. Flu-harty, H. W. Wilson.

NEBRASKA

Franklin, Neb.—W. A. Chilwood has bot the elvtr. of O. C. Thomas and is now in possession.

Culbertson, Neb.—Farmers expect to build a 30,000-bu. concrete elvtr. here soon.—Wm. L. Overby.

Winside, Neb.—Fred Podell is now mgr. for the Farmers Union here.—Art. Wilken, Farmers Elvtr. Co., Hoskins.

Hastings, Neb.—G. L. Fisher who sold his elvtr. at Holstein, some time ago, is now with the Jackson Grain Co. here.

Columbus, Neb.—The Elvtr. Roller Mill Co. has built a new track shed and installed scales and unloading elvtr. of 1,200 bus. capacity.

Edgar, Neb.—I was formerly in the grain business at this point but sold out to Roller & Jennings of Norton.—Lee Hill, now of Lincoln.

Schuyler, Neb.—The new 200,000-bu. re-inforced concrete elvtr. of the Wells-Abbott-Nieman Co. has been completed at a cost of \$80,000.

Sutherland, Neb.—The Farmers Union has completed its new elvtr. and will start to buy grain.—R. I. Shaffel, mgr. Lexington Mill & Elvtr. Co.

Stratton, Neb.—We are increasing our capital stock from \$40,000 to \$75,000. Have completed the installation of a Trapp Dump.—Farmers Grain, Live Stock & Supply Co.

Paxton, Neb.—The elvtr. of Peter Eddington at this station burned on the morning of Sept. 27. Thirty thousand bushels of wheat were destroyed and the loss is estimated at \$70,000.

Brickton, (Hastings p. o.), Neb.—The E. Stockham Grain Co. is not connected with the business here. We now operate the only house at this station.—J. A. Lenning, mgr. Brickton Grain Co.

Deshler, Neb.—We have put up an 8,000-bu. Dickey Tile Storage Tank at the side of our mill. We have also installed new machinery in the mill including a motor which will replace our oil engine.—Deshler Roller Mills.

Princeton, Neb.—The elvtr. of the Princeton Farmers Elvtr. Co. was threatened by fire when coal in the adjacent coal sheds burned recently. The blaze was quickly extinguished with a slight loss on the coal and no damage to buildings.

Red Cloud, Neb.—The Bird Land Co. of Hays, Kan., which recently took over the Red Cloud Mill and Elvtr., has sold the mill to D. D. Nuss, of Abilene, Kan., and the elvtr. to Geo. Haverkamp of Grinnell, Kan. Mr. Haverkamp is now in possession of the house.

St. Libory, Neb.—We are making quite a lot of improvements on our elvtr. and office. Have installed a Fairbanks Morse 10 h. p. Engine and remodeled our office, finishing it on the outside with stucco. We also gave the elvtr. a thoro overhauling, inside and out and now have an up to date plant here.—Union Grain Co., Wm. Morris, Mgr.

Gering, Neb.—The Gering Mill & Elvtr. Co. has been incorporated with the following officers: Wm. Lamm pres., E. P. Cromer, vice-pres. and Kenneth Thornton, sec'y.-treas. The elvtr. of the Gering Lbr. Co. and the warehouse of the Thornton Co. have been taken over by the new company. The warehouse will be remodeled and a basement put under it.

OMAHA LETTER.

The offices of the Norris Grain Co. have been moved to new quarters in the Grain Exchange Bldg.

J. R. Schmitt is mgr. for Dilts & Morgan, Inc., at this market, where they have recently opened a cash grain office.

The Nebraska Farmers Co-op. Grain & L. S. Ass'n. will hold its annual convention at the Hotel Rome in this city Nov. 16, 17 and 18.

Members of the Grain Exchange presented Frank H. Howard, for many years supt. of the country elvtrs. of the Updike Grain Co., with a handsome gold watch as a farewell token of the esteem in which he is held by the exchange he is leaving. He will manage the new cash grain office of his company at Kansas City, Mo.

NEW ENGLAND

Newburyport, Mass.—The Knight Grain Co. has offered to sell the Central Wharf in the rear of its grain elvtr. to the city.

Beverly, Mass.—Burglars entered the office of W. B. Merick, recently and secured \$15 in cash. Nothing else in the office or elvtr. was touched.

Malden, Mass.—Cunningham Grain Co. incorporated for \$115,500 by Chas. M. Cox and Harry N. Vaughn, Melrose and Frank J. Ludwig, of Brookline.

Boston, Mass.—Hereafter I will devote my time to the merchandising business in grain and feed of the A. S. MacDonald Commission Co.—Eugene McDonald, formerly operating as the Eugene McDonald Co.

Springfield, Mass.—The Pabco Flour Mill Co. will build a concrete and steel elvtr. and mill plant to cost \$250,000. Ground has been broken for the foundations. The company, a new one, has been incorporated for \$250,000 by P. A. Breglio, pres. and Jos. P. Pessolano.

Deerfield, Mass.—Eugene T. Bridges has succeeded his uncle, Jas. B. Bridges in the grain business here., Mr. Bridges, Sr., retiring after 43 years in the grain trade. He started in 1877 with his brother, operating as B. F. Bridges & Brother until 1890, when the name of the company was changed to J. B. Bridges & Co.

NEW JERSEY

Milford, N. J.—P. J. Warren has completed a feed warehouse adjacent to his grain office.

Perth Amboy, N. J.—The Perth Amboy Flour & Grain Co. incorporated for \$100,000 by S. Weiner, L. Medinetz and B. Horowitz.

NEW YORK

Goshen, N. Y.—C. E. Thompson, formerly representative for the Churchill Grain & Seed Co. at Boonville, has bot a mill here and organized the Goshen Milling Co. to operate it.

BUFFALO LETTER.

The Quaker Oats Co. has bot part of the plant of the Globe Elvtr. Co. and will conduct the feed milling business but the elvtr. will be operated by the Globe Elvtr. Co.

W. G. Heathfield & Co., Inc., Announce the change of their firm name to Watkins Grain Co., effective Sept. 25. There is no change of policy or present personnel of the company.

M. P. Ryley, pres. of the Globe Elvtr. Co. of Buffalo and a member of the Chamber of Commerce, has been elected chairman of the board of directors of the new bank opened at Clarence.

D. L. Sprissler, who has been serving as traffic mgr. for the U. S. Grain Corporation is now in charge of the traffic department of Chas. Kennedy & Co. Mr. Sprissler was formerly supt. of the Buffalo Creek Ry. Co.

The Ohio Central Equity Exchange of Lima, O., Inc., has applied for membership in the Corn Exchange. H. A. Lutz is mgr., the company represents 80 farmers elvtr. companies of Ohio and 40 of eastern Indiana and will do a general grain business at this market. An office will be opened in a short time.

The Maritime Trading Co. will build a \$20,000 concrete and tile elvtr. here. Plans have been made for it.

Chas. Spratt, formerly associated with Geo. E. Pierce in the grain business at this market, died recently.

NEW YORK LETTER.

Ed G. Graff, who was formerly with the Armour Grain Co., is now with Parker & Graff.

Frederick Harrison, formerly a member of the old firm of H. P. & F. Harrison, will represent the Wheat Export Co., Inc. at this market.

The memberships of Jesse A. Chase, H. W. Doughten, S. Grann-Meyer, and Alexander Johnstone in the Produce Exchange have been posted for transfer.

Application for membership in the Produce Exchange has been made by the following: Henry J. Dahl, Edward C. Graff, Frederick Harrison, and Michael Birnbaum.

The Produce Exchange membership of Robert T. Crossen, formerly in the grain business here has been terminated according to a recent notice on the bulletin board.

Wm. K. Martenis has been elected to full membership in the Produce Exchange. He was formerly an associate member. Carlos Falk, who recently resigned as an associate member, has applied for full membership.

Chas. S. Band, who recently resigned as an associate member of the Produce Exchange, has been elected to full membership. He will be associated with his father who is mgr. for the local office of Jas. Carruthers & Co., Ltd. of Winnipeg.

The following have been elected to membership in the Produce Exchange: Harold D. Irwin, Alfred Ettlinger, Prentiss N. Gray, Walter M. Lambert, Forrest W. Wallace, Monroe Wellerson, Clay B. Halboth, W. C. Ormond, and Frank C. Blanchard.

NEW MEXICO

Santa Fe, N. M.—Mail addressed to Nate Gordon, reported to have succeeded the Rock Mountain Bean & Elvtr. Co. here, has been returned "unclaimed."

NORTH DAKOTA

Gwinner, N. D.—C. A. Skogman is now with the Farmers Elvtr. Co.

Medberry, N. D.—Paul Wisniewski is now mgr. for the Cargill Elvtr. Co.

Forman, N. D.—I am now mgr. for the Farmers Co-op. Co.—E. N. Rice.

Norma, N. D.—The Farmers Elvtr. Co. has re-organized on a co-op. basis.

Embsen, N. D.—I am mgr. for the Gt. Western Grain Co. here.—L. C. Midgley.

Werner, N. D.—R. S. Davidson of Killdeer, has bot the elvtr. of the Farmers Elvtr. Co.

Voltaire, N. D.—C. S. Opland is now operating the elvtr. of the Osborne & McMillan Elvtr. Co.

Wolseth, N. D.—The Acme Grain Co. has opened its elvtr. here with Marvin Skappel as mgr.

Josephine, N. D.—The Farmers Elvtr. Co. will re-build its elvtr. and make many improvements.

De Lamere, N. D.—Albert Myers has severed his connection with the Equity Elvtr. & Trading Co.

Harlow, N. D.—I have succeeded Ingwald Iverson as mgr. for the Osborne-McMillan Elvtr. Co.—J. S. Hasland.

Van Hook, N. D.—Johnson & Westlie have installed a new dump and a 10 h. p. Fairbanks Engine in their elvtr.

Dunseith, N. D.—Ole Evans, formerly mgr. for the Rolla Flour Mill Co. at Rolla, will be mgr. of an elvtr. here.

Fryburg, N. D.—We opened our elvtr. for business Aug. 9.—J. A. Davis, mgr. Farmers Co-op. Union Elvtr. Co.

Wildrose, N. D.—W. F. Mitts is no longer mgr. here for H. C. Sherr & Co. but is now mgr. for the Farmers Elvtr. Co. at Terrill, Ia.

Geneseo, N. D.—J. Waytossak is now mgr. for the Cargill Elvtr. Co. succeeding J. Pavak, who has been transferred to Lidgerwood.

Wishek, N. D.—The Wishek Grain Co. and the Peoples Elvtr. Co. have been incorporated here. Both have a capital stock of \$25,000.

Ransom (Cayuga p. o.), N. D.—Roe Herring is now mgr. for the Atlantic Elvtr. Co. here.

Lidgerwood, N. D.—J. Pavcek, formerly mgr. for the Cargill Elvtr. Co. at Geneseo, is now mgr. for the same company at this station.

Hettinger, N. D.—H. C. Kern is now mgr. for the Columbia Elvtr. Co. New cleaners have been installed in the house and minor repairs made.

Loma, N. D.—Geo. M. Schuler is mgr. of the elvtr. recently purchased by John Schuler who now operates as the Loma Grain Co.—Loma Grain Co.

Edison, (McCanna p. o.), N. D.—R. J. Loudon, formerly mgr. for the Farmers Elvtr. Co. at Perth, is now mgr. for the Farmers Elvtr. Co. here.

Osnabrock, N. D.—Wild Bros. have let contract to the T. E. Ibersen Co. for a re-division of the bins in the elvtr. and for general repairs all over the house.

South Heart, N. D.—The elvtr. of N. J. Steffan is being thoroly overhauled and repaired. It has been reported that the Powers Elvtr. Co. will operate it this year.

Calvin, N. D.—The Farmers Co-op. Co. has bot the elvtr. of the St. Anthony & Dakota Elvtr. Co. here for \$15,000. The company is a new one and is capitalized at \$30,000.

Devils Lake, N. D.—The elvtr. of the Farmers Elvtr. Co. was recently destroyed by a fire thot to have been of incendiary origin. Loss estimated at \$40,000 was covered by insurance.

Hampden, N. D.—W. Bordsen, agt for the St. Anthony & Dakota Elvtr. Co., fell to his death from the top of the elvtr. Sept. 11. He was making a few repairs on the house and in some way missed his footing, falling to the bottom.

Colfax, N. D.—Harry Larson, 11 years old, was caught in the exposed end of a drive shaft at the elvtr. of the Farmers Elvtr. Co., Sept. 11, and whirled to his death before the eyes of his younger brother with whom he had been playing around the elvtr.

Jud, N. D.—The old Lyons Elvtr. recently bot by M. Jackson of Wyndemere, burned recently. The coal sheds of the Farmers Elvtr. Co. were also a total loss. The elvtrs. of the Farmers Elvtr. Co. and the Cargill Elvtr. Co. were threatened a number of times but were saved.

Surrey, N. D.—The elvtr. of the Farmers Elvtr. Co., of which A. A. Robinson is the principal owner, was damaged to the extent of \$500 when lightning struck the building during a storm, Sept. 15, and started blazes in several parts of the house at once. All fire however was quickly extinguished and serious loss averted.

Colfax, N. D.—Morris Larson, 11 year old son of Lars Larson, a section foreman for the G. N. R. Co., while playing with his brother, at our elvtr. Sept. 7, was caught in a revolving shaft running 185 revolutions per minute and whirled around, his head and body striking a cement block. His brother was the only witness and he rushed into the mgr's. office and told of the accident. The engine was shut down immediately but death had been instantaneous. It was necessary to cut the clothing off the shaft to remove the body. His arms and legs were broken and there were several deep cuts about the head. He was a bright boy and the parents have the sympathy of the whole community in their loss and grief.—Farmers Elvtr. Co.

OHIO

Toledo, O.—A. M. Donovan will install a Randolph Drier.

Cedarville, O.—Scoopers are working at this station.—Farmers Grain Co.

Jenera, O.—I am mgr. for the Jenera Co-op. Grain & Supply Co.—Oral W. Cole.

Fremont, O.—The Peoples Elvtr. & Supply Co. has installed a Randolph Drier.

Fort Loramie, O.—The Sherman Grain Co. has doubled its capital stock which is now \$30,000.

Yellow Springs, O.—The Farmers Grain Dealers Ass'n. has been organized to operate an elvtr.

Farmersville, O.—We are not in the grain business now.—Farmersville Grain Co., C. W. Holtzmuller.

Columbus, O.—The Scott & Woodrow Co. has moved its offices from the Hartman Building to the Commerce Building.

Marion, O.—The Marion Hay & Grain Co. is interested in the proposition of establishing a hay compressing plant here.—K.

Clarksville, O.—The Farmers Exchange Co. bot our elvtr. at this station and now operates it.—C. L. McGuinn, McGuinn Bros.

Cleveland, O.—C. G. Watkins, pres. of the Cleveland Grain & Milling Co., has been re-appointed chairman of the transportation com'te of the Chamber of Commerce.

Toledo, O.—The Central Grain Co. is remodeling its elvtr. and will install a Randolph Drier of 800-bu. capacity. The steam plant of the company is being dismantled.

CINCINNATI LETTER.

Allen H. Zaring has applied for membership in the Grain & Hay Exchange.

The offices of the De Molet Grain Co. have been moved from the 1st Natl. Bank Bldg. to the Gerke Bldg. which is much nearer to the Grain & Hay Exchange and where they have larger quarters.

We are indebted to Jos. J. Castellini, sec'y. of the Chamber of Commerce for a copy of the 71st. annual report of the exchange. The book is a comprehensive write up of the city and is well worth the time spent in perusing it. It is well bound and is attractive in every way.

At the regular monthly meeting of the Grain & Hay Exchange held Aug. 27, the directors decided to buy an automobile for the use of Chief Grain Inspector Heniken to be used in inspection service. The question of increased salaries for a number of employees of the exchange was also considered and granted.

OKLAHOMA

Frederick, Okla.—The Billingslea Grain Co. has let contract for a 35,000-bu. elvtr.

Chickasha, Okla.—The Linton Grain Co. will build a 22,600-bu. elvtr. at this station.

Apache, Okla.—The new elvtr. of the Farmers Union Co-op. Exchange is nearly completed.

Hopeton, Okla.—I have succeeded S. Shelly as mgr. for the Farmers Co-op. Ass'n.—J. T. Judd.

Fay, Okla.—A. M. Gates is no longer in our employ.—C. W. Bleuler, mgr. Maney Export Co., Oklahoma City.

Claremore, Okla.—I am in the brokerage business strictly and handle flour, feed and grain.—J. Frank Ryan.

McQueen, Okla.—Farmers Co-op. Ass'n. incorporated for \$50,000 by J. Osborn, Hugh Foreman and A. D. Shelton.

Breckenridge, Okla.—Farmers Grain & Supply Co. incorporated for \$25,000 by C. N. Harem, A. T. Buttorff and T. B. Cooper. The company bot an elvtr. last April.

Fairview, Okla.—The Farmers Union will either buy or build an elvtr. at this station.

Oklahoma City, Okla.—D. J. Rutledge Grain Co. incorporated for \$5,000 by D. J. Rutledge, D. K. Rutledge and M. Miller.

Clinton, Okla.—The Farmers Co-op. Ass'n. has bot the plant of the Clinton Milling Co., owned by Clint Strong, for \$40,000.

Porum, Okla.—We built an elvtr. this season and it is the only elvtr. here. We expect to improve it in the spring.—Camp Elvtr.

Aline, Okla.—I have left Wakita and am now located at this station.—O. C. Edsall, formerly agt. for the Ponca City Milling Co. at Wakita.

Homestead, Okla.—We are building a 20,000-bu. tile elvtr. on the C. R. I. & P. Ry. I am mgr.—H. L. Reames, Farmers Union Co-op. Exchange.

Ponca City, Okla.—Since the new elvtr. of G. M. Cassity has been completed, the old elvtr. which has been in use for 25 years, is being torn down.

Hobart, Okla.—J. P. Nash, supt. of the Kell Milling Co. at Vernon, Tex., will operate an elvtr. here on his own account after Sept. 15, and conduct a grain, flour and feed business.

Chattanooga, Okla.—J. N. Pace & Son will build a 10,000-bu. elvtr. at this station this fall. We will increase the capacity of our elvtr. to 15,000 bus.—A. T. Black, mgr. G. G. Black Grain Co.

Dill, Okla.—We bot the elvtr. of the Cox-Henry Grain Co. here and operate it under the co-op. plan with J. D. Rickert as mgr. We are planning to add to our capacity by building in the near future.—Farmers Co-op. Ass'n.

Homestead, Okla.—I understand that arrangements are being made with our company for another lease by the Choctaw Grain Co. and I think there will be another 25,000-bu. elvtr. built at this station very soon.—S. C. Caldwell, agt. C. R. I. & P. Ry. Co.

Alex, Okla.—J. H. Pruitt and Geo. R. Caldwell have bot back the elvtr. they sold last year to M. H. Smith and W. R. Farmer. Geo. Caldwell will again be mgr. and the company will operate as the Pruitt-Caldwell Grain Co., successors to the Aex Mill & Elvtr. Co.

Bradley, Okla.—We are not building an elvtr. as reported, but we have bot a practically new house which was put up just a year ago. We are located on the Rock Island and can handle 2,000 bus. of corn and 5,000 bus. of wheat a day. We have a gas engine and all our machinery is new. We are putting in a sheller. We also operate a warehouse 128 x 64 ft.—Thos. Rogers, Bradley Warehouse & Elvtr. Co.

Granite, Okla.—The fire which destroyed the elvtr. of the Farmers Elvtr. Co. and caused a loss of \$30,000 recently, started in the motor room, and had there been water or fire extinguishers available could easily have been put out by those who first reached the scene, but by the time help arrived the flames were beyond control. It is reported that the house will be rebuilt at once. The main office of the farmers company is at Mangum.

OREGON

Madras, Ore.—I am now mgr. for the D. M. Clark Elvtr. Co. at this point, having recently resigned as mgr. for the Farmers Elvtr. Co. at Bristow, Ia.—S. Young.

Yamhill Station, (Yamhill p. o.), Ore.—Zimmerman Bros. have bot the property of the Yamhill Milling Co., D. P. Trullinger, prop., and will move it to this station so that it can be operated in connection with their elvtr. here.

Quick Returns

Personal Service

Buffalo's "Strictly Commission Man"

McCONNELL

If you want rapid, efficient service on your Consignments, Consign to

McConnell Grain Corporation

Chamber of Commerce

BUFFALO, N. Y.

Redmond, Ore.—The Farmers Warehouse & Milling Co., incorporated for \$20,000, will operate the Tum A Lum warehouse and the flour mill here. It is possible that the plant will be moved to the R. R. tracks. C. O. Reynolds, T. J. Quigley and C. F. Hoskins are incorporators of the company.

Portland, Ore.—W. C. Wilkes, formerly mgr. of the Ravalli Mill at Missoula, Mont., owned by the Northern Grain & Warehouse Co., has been transferred to this city by the company to act as credit mgr. for the main office here. He has also been elected a director of the Northwestern Dock & Warehouse Co. which has been organized as a subsidiary company.

PENNSYLVANIA

Chambersburg, Pa.—E. E. Mays has succeeded Hays Pensinger as mgr. for the Lakeview Milling Co.

Philadelphia, Pa.—Charles H. Loncope recently lost his certificate of membership in the Commercial Exchange and notice of his application for a new one has been posted on 'change.

Philadelphia, Pa.—H. DeWitt Irwin, who has been a vice-pres. with the Grain Corporation since its organization, has formed the Barnes-Irwin Co. with Julius Barnes and offices were opened at this market Aug. 23. Mr. Irwin was in the grain business for 28 years before taking up Uncle Sam's work and is keenly interested in it still.

SOUTH DAKOTA

Leola, S. D.—The Equity Exchange will install a 10-h. p. engine.

Bonesteel, S. D.—The Farmers Grain Co. incorporated for \$50,000.

Colman, S. D.—I am now mgr. for the Colman Elvtr. Co.—B. C. Nace.

Waubay, S. D.—The Geo. C. Bagley Elvtr. Co. has bot the elvtr. and coal sheds of Strain & Co.

Wasta, S. D.—The Elm Springs-Wasta Elvtr. Co. has been organized with a capital stock of \$15,000.

Midland, S. D.—Midland Elvtr. Co. incorporated for \$100,000 by T. M. Kehoe, J. H. Niobe and W. Ralcott.

New Effington, S. D.—O. Holland has succeeded Elmer Hermison as mgr. for the Gt. Western Elvtr. Co.

Aberdeen, S. D.—J. McNary is mgr. for the Farmers Elvtr. Exchange of Sioux Falls, which has opened an office here.

Oral, S. D.—Farmers Co-op. Union incorporated for \$25,000 by C. C. Hughes, D. Ahern and J. H. Ludwick.

Amherst, S. D.—The St. Anthony & Dakota Elvtr. Co. lost 18,000 bus. of grain when a fire of unknown origin destroyed its elvtr.

Carthage, S. D.—The elvtr. of J. J. Harington has been thoroly renovated and repaired and is in the best of condition for the new crop.

Rauville, (Watertown p. o.), S. D.—The elvtr. of the Rauville Grain Co. was struck by lightning Sept. 19 but the resultant damage was slight.

Tripp, S. D.—John L. Guthmiller has discontinued the grain business here, having sold his elvtr. to A. A. Truax, of Mitchell.—R. F. Hirsch, agt. South Dakota Grain Co.

Freeman, S. D.—The South Dakota Grain Co. is painting its elvtr. and will install a dump. It will also make minor changes inside the elvtr.—P. C. Graber, mgr. Farmers Co-op. Co.

Presho, S. D.—A. A. Truax has taken over the elvtr. of A. L. Fahrenwald.—O. W. Pederson, mgr. Farmers Union Shipping Ass'n. (A new feed grinder will be installed and C. H. Townsend will be mgr.)

Burch, (Britton p. o.), S. D.—The elvtr. burned at this station Aug. 22, was owned by the Cargill Elvtr. Co. The elvtr. of the Farmers Elvtr. Co., adjacent to the burned house was scorched and only the hardest kind of work saved it. Fire breaks were plowed around the burning structure to keep the flames from spreading to the nearby fields of grain. The elvtr. has been empty for the past two years and has not been operated in that time, but the company had just put it into condition to receive grain and hired a mgr. for this season. In addition to the elvtr., the warehouse adjoining was burned and 1,800 grain doors piled in the open space between the two elvtrs. were burned. The Gt. Nor. Ry. Co. to whom the doors belonged, placed its loss at \$3,600.

SOUTHEAST

Hartsville, S. C.—We have closed our mill.—Coker-Lawton Food Co.

Charleston, S. C.—C. F. Boyd, formerly operating as Chas. F. Boyd & Co., is reported to have gone into bankruptcy.

Wrightsville, Ga.—R. L. Stephens and L. D. Lovitt have bot the Wrightsville Grain Co., owned by E. E. and H. B. Sanders.

Matter, Ga.—We will not build an elvtr., as reported this season, but will handle some grain thru our farmers co-op. ass'n in car lots. We may erect a produce warehouse for peanuts, beans, etc. M. F. Jones will install a new flour and corn mill here.—H. J. Prance, county agt.

TENNESSEE

Dunlap, Tenn.—The Central Produce & Grain Co. has bot the mill of Thurman Bros & Co. and is now operating it with H. G. Evans as mgr.

Adams, Tenn.—J. E. Hill, prop. of the Beech Valley Roller Mills, has overhauled his plant installing a new separator and one stand of elvtrs. He has also built 4 grain bins of 1,500 bus. capacity each.

Memphis, Tenn.—I am owner of the Southern Grain Co., which formerly operated in this city thru the public warehouse of the Riverside Elvtr. & Warehouses. At present I am at Owensboro, Ky., but expect to locate at Evansville, Ind., where I will do business under the same name. E. M. Allen, formerly gen. mgr., is now located at Cairo, Ill.—W. R. Stout.

TEXAS

Spearman, Tex.—I am now mgr. for the Liske Grain Co.—A. L. McClure.

Laredo, Tex.—The Johnson & Leland Grain & Gin Co. has installed a drier in its elvtr.

Hereford, Tex.—E. W. Harrison will build an addition to his elvtr., increasing its capacity.

Fort Worth, Tex.—Wm. Rogers, well known grain man at this market, died Sept. 9 at the age of 29.

Gonzales, Tex.—The F. E. Shuler Grain Co. will build an elvtr. and install a corn sheller and a baler.

Kerrville, Tex.—The Guadalupe Valley Grain Co. has bot the plant of the Blue Star Elvtr. Co. at this point.

Booker, Tex.—We sold our elvtr. here to the Booker Equity Co.—D. C. Ewing, Shattuck Grain & Cotton Gin Co., Shattuck.

Lott, Tex.—The elvtr. of the McAteer Grain Co. which recently burned, will not be rebuilt. I will handle grain here this season.—Chas. L. Trice.

Finney (Plainview p. o.), Tex.—The Corsicana Mill & Grain Co. has let contract to the Burrell Engineering & Constr. Co. for a 22,000-bu. elvtr.

Albany, Tex.—Butler & Taylor have bot the mill and elvtr. at this point. The elvtr. has a capacity of 18,000 bus. and the warehouse 75,000 bus.

Happy, Tex.—The elvtr. purchased by Thompson-Wilson & Co. at this station was known as the Neff Elvtr. The company headquarters are at Sherman.

Plainview, Tex.—Jos. Kellehar is interested in building an elvtr. at this point. The elvtr. is to have a capacity of 500,000 bus. according to present plans.

Quanah, Tex.—I have purchased the elvtr. of Hughes & Holcomb here and will move my head office to this city.—T. L. Hughston, T. L. Hughston Grain Co., Crowell.

Gainesville, Tex.—Grady H. Culp of this city and Lee Fulton, Saint Jo, have organized the Culp & Fulton Co. and will operate here. A building has been secured by the firm.

Hillsboro, Tex.—We are installing a 50-bbl. 20th Century flour mill at this station and expect to have it ready for operation by Oct. 1.—B. H. Ethinke, Hillsboro Mill & Elvtr. Co.

Vernon, Tex.—J. P. Nash, supt. of the Kell Milling Co., has resigned and will move to Hobart, Okla., where he will conduct a general grain, flour and feed business and operate an elvtr. on his own account.

Hamlin, Tex.—I am not connected with the Hamlin Mill & Elvtr. Co. at this station any longer, J. Van Steenwyck having now taken active charge of the business.—W. E. Hunter, formerly sec'y.-treas. and mgr.

Booker, Tex.—L. F. Beatty, of Beaver, Okla., is building a grain bin at a switch 5 miles west of here.—C. E. Cook, agt. Probst Grain Co.

Crowell, Tex.—T. L. Hughston has sold an interest in his elvtrs. in this county to J. R. Allee and has bot the elvtr. of Hughes & Holcomb at Quanah. He will go to the latter station and Mr. Allee will assume management of the elvtrs. here.

Gaylord, Tex.—We are still doing business here where we first started. When we went into business we were on a newly constructed R. R. and got our mail at Elmwood, later we received it at Booker, both offices being near here. We have a post office here now. We have not built the elvtr. that we intended to as yet, but we handle grain, using a portable elvtr. to load cars. The Cozart Grain Co. has a new elvtr. nearly completed.—Gaylord Merc. & Grain Co.

UTAH

Monticello, Utah.—The Farmers Milling, Elvtr. & Packing Co. is being organized at this point. H. E. Blake, who heads the enterprise, says that a 50,000-bu. elvtr. and a 100-bbl. mill will be built this fall if present conditions prevail.

Salt Lake City, Utah.—Glen Mack, son of James Mack who founded the Ogden Milling & Elvtr. Co., was killed Sept. 5 when his automobile crashed into a truck and was overturned. Mr. Mack was blind, having severed the optic nerve when he shot himself about 5 years ago. He held, with the rest of the family, many interests in the mills and elvtrs. of the company named.

WASHINGTON

Ritzville, Wash.—D. C. Baronett, formerly connected with the O'Neil Grain Co., is dead.

Spokane, Wash.—I have moved my offices from the Symons Block to West 17th St.—S. J. Brown.

Spokane, Wash.—The Gallatin Valley Mlg. Co., of Great Falls, Mont., has moved its headquarters from that city to this. It will retain a branch there however.

Endicott, Wash.—The Community Milling Co. which has been in the hands of the receiver for some time, has obtained permission from the courts to operate the warehouse. J. B. Campbell, receiver, will be in charge.

Seattle, Wash.—Edw. L. Olwell, who recently opened an office here in charge of W. J. Olwell, will operate under the name of the Olwell Grain Co. W. J. Olwell was formerly mgr. for the Big Bend Milling Co. at Davenport, Wash.

Oakesdale, Wash.—The Palmerton-Moore Grain Co. has recently acquired more elvtrs. and now own and operate houses in Farmington, Hayfield Siding, two each at Fletcher and Warner, the Farmers Warehouse at Fairbanks and the old elvtr. of the Kerr-Gifford Grain Co., the Bailor chop mill and house and the elvtr. of the Crow-Robinson Co. here. Guy B. Reynolds is gen. mgr. of these elvtrs. The company also operates a line of houses out of Rosalie.

Delaney Station (Starbuck p. o.), Wash.—The grain warehouse of the Delaney-Gildersleeve Co., owned by Bert Delaney and G. W. Gildersleeve, burned at 2 p. m., Sept. 7, with a loss of \$60,000. The fire is thot to have been due to a dust explosion. The loss is covered by insurance. Mr. Gildersleeve had just completed hauling his grain to the warehouse and it is estimated that about 20,000 bus. burned. He had already sold it to the Pacific Grain Co., and it carried insurance to the amount of \$250 per bu. The company had already shipped 9 cars of wheat, leaving a balance of 9 to be shipped. Bert Delaney had about 3,000 bus. of wheat and 500 sacks of barley stored in the warehouse, which was fully covered by insurance. An empty freight car on the siding was also burned.

WISCONSIN

Platteville, Wis.—Ben Webster has bot the old elvtr. here and will wreck it for the lumber in it.

Crandon, Wis.—Crandon Farmers Co-op. Produce Exchange incorporated for \$10,000 by E. W. Johnson, Ray White and Owen Atkins.

Watertown, Wis.—A warehouse of the American Malting & Grain Co. was destroyed by fire that is thot to have originated from sparks of a passing locomotive. An adjoining tobacco warehouse also burned. Total loss to the two buildings is placed at \$25,000.

Sheboygan Falls, Wis.—We are going to install a rye flour mill of 100-bbls. capacity some day, but are in no hurry right now.—Falls Roller Mills Co.

Porterfield, Wis.—The Porterfield Equity Milling Co., incorporated for \$25,000 to sell and manufacture flour, feed, grain, etc., by F. L. Salzman, Andrew Deters and Arthur Olson.

Whitehall, Wis.—The Pigeon Grain & Stock Co. has voted to dissolve the old company and re-incorporate under the regular state corporation plan, with a capital stock of \$25,000.

MILWAUKEE LETTER.

Deutsch & Sickert recently celebrated the 20th anniversary of the firm by a banquet and special entertainment.

Barbara Mary Erskine arrived in this city Sept. 12, and her father, Chas. A. Erskine, had to pass the cigars over and over again to his friends on 'change in celebration of the wee girl's advent.

The idea of a new home for the Chamber of Commerce will be laid away for a time at least, on account of the present high cost of building materials and labor. An extension on the lease of the present quarters will be taken.

WYOMING

Sheridan, Wyo.—Sober & Burton, Inc., incorporated for \$50,000 by L. M. Sober, H. C. Burton and A. S. Russell.

Grain Carriers

WHEAT VALUED at nearly \$95,000 has been salvaged from the steamer T. P. Whelan, wrecked in the upper St. Lawrence River.

TWENTY-SEVEN per cent of box cars owned by carriers were on their home lines on Aug. 15, compared with 21.9% on home lines on March 1, 1920.

CAR MILES per day on the Kansas City Southern R. R. for the month of August averaged 41.5 miles, compared with 31.6 miles in August, 1919.

"CREATE a better car movement by the prompt loading and unloading of cars," is part of a letter sent to members of the Illinois Agri. Ass'n by its sec'y, D. O. Thompson.

BOX CARS loaded by the C. B. & Q. in the eight month ending Aug. 31 amounted to 1,349,599 cars, an increase of 15% over loadings in the corresponding period in 1919.

LOADINGS of grain and grain products on all roads for the week ending Aug. 21 amounted to 40,289 cars, compared with loadings in the corresponding week in 1919 of 51,936 cars.

THE ERIE Barge Canal is doing but little business for the grain trade these days. A recent shipment from Rochester to New York City was the first grain to move on the canal in two weeks.

THE RULING of the Canadian Board of Railway Commissioners which authorized the increase in Canadian freight, passenger and sleeping car rates has not been approved by the Dominion Government.

THE PENNSYLVANIA System in a recent announcement asks that shippers co-operate in arousing public opinion against the tipping and bribing for cars. The announcement appears elsewhere in this number.

AMERICAN CARRIERS in the quarter ending April 30, 1920, moved a total of 8,007,435 cars. Of this number about 1.4% or 111,973 cars contained wheat. These figures were published recently by the Interstate Commerce Commission.

THE CAR SERVICE Commission at Washington has been reorganized and will be under the management of W. L. Barnes, superintendent of transportation of the C. B. & Q. Since its reorganization the commission has been known as the American Railroad Ass'n.

RAILROADS must rely on increased efficiency to bring earnings up to pre-war days.—W. H. Finley, pres. C. & N. W. R. R.

THREE THOUSAND sacks of barley belonging to the Frank A. Guernsey Grain Co. were lost when a river steamer of the Nickols Transportation Co. sank at Stockton, Cal. The grain was covered by insurance.

IWELL. IOWA, elevator operators Thomas Thompson and A. E. Kalsiem and other Jewell tradesmen recently went to Des Moines to discuss the Jewell box car situation with Chairman Dwight Lewis of the Iowa Railroad Commission.

FREIGHT CARS on St. Louis Southwestern Lines according to an announcement by the Ass'n of Railway Executives traveled an average of 31.1 miles per day during the month of June compared with an average movement of 28.8 miles per day during March.

KANSAS INTRASTATE demurrage rates were recently ordered increased to equal the interstate rate on demurrage. Since the interstate rate has been canceled until December publication of the Kansas order has been withheld by the Kansas Industrial Court.

O. P. B. JACOBSON of the Minnesota Railroad and Warehouse Commission recently stated that the northwestern carriers had only 77% of their equipment. The Ass'n of Railway Executives announced that these particular roads had 88% of their equipment.

FREIGHT CAR loadings in August slightly exceeded the loadings in August, 1918, during the war, according to the American Railroad Ass'n report. Figures made public show August loading, 3,853,822 cars, compared with 3,580,276 cars loaded in August, 1919, and 3,849,026 cars loaded in August, 1918.

SPECIAL REDUCED rates on grain and hay into the drouth stricken sections of Montana will be asked of the carriers by the Agricultural Com'te of the Spokane Chamber of Commerce. Last year the carriers granted a half rate on all grain and hay shipped into the Montana areas affected by drouth.

CANADIAN BOX CARS suitable for the handling of bulk grain will not be loaded for shipment to the United States because of the acute shortage of equipment on the Canadian railways. Canadian carriers state that there are over 12,000 more Canadian box cars in the United States than there are American box cars in Canada.

IN AN EFFORT to secure more cars for the movement of Illinois grain the following com'te passed thru Chicago, Ill., Sept. 20 on its way to Washington, D. C.: W. E. Culbertson, representing the Illinois Grain Dealers Ass'n, Frank H. Funk, representing the Illinois Public Utilities Commission and Carl Vrooman, representing the Illinois producers.

THE NATIONAL ASS'N of Railway and Utilities Commissions thru its special com'te announces that every effort will be made to prevent the Interstate Commerce Commission from raising the intrastate rail rates to equal the interstate rates. The state commissions feel that their jurisdiction over the carriers will be at an end if the increased rates are granted.

INTRASTATE RATES in Michigan and South Carolina will be the subject of hearings to be held by the Interstate Commerce Commission on Sept. 27. One hearing will be held at Detroit, Mich., and the other at Charleston, S. C. Utilities commissions of both Michigan and South Carolina have refused to grant carriers an increase in intrastate rates equal to the advance on interstate rates.

TEN SHIPS of steel construction built on the great lakes have been sold into foreign registry according to an announcement by Chairman Benson of the U. S. Shipping Board. Total tonnage of these boats approximate 3,700,000 dead weight tons and the selling price will total approximately \$6,620,000. These ships were built by the American Shipbuilding Co. When it was apparent that no American ship

owners would purchase any of them permission was received from the shipping board to sell to foreign companies.

DEFICIT of British Railways for the year ending March 31, 1920, amounted to £50,000,000 according to Minister of Transport Eric Geddes. The British deficit amounts to more than 25% of the total revenue of British roads, compared with a deficit on American carriers during Federal control of only 10% of revenues. Minister Geddes alleges that in spite of the deficit British carriers are undermanned, whereas American railway men claim that American carriers were overmanned during government control.

GOVERNMENT LOANS to carriers to purchase second hand cars will not be authorized by the Interstate Commerce Commission. Recently a carrier operating out of Chicago asked for money out of the revolving fund so that it could buy some second hand refrigerator cars for general use from a private company, not a carrier. In refusing the I. C. C. stated that it wished to add to the number of cars in the country and explained that if old cars were purchased there would be no addition to the country's car equipment.

MINIMUM WEIGHTS on hay of 17,000 lbs. in cars of 34 ft. or less, 20,000 lbs. on cars of 35 ft., 22,000 lbs. for cars of 26 ft. and 24,000 lbs. for 40 ft. cars were the cause of a complaint filed recently with the Interstate Commerce Commission by the Rupert Milling Co., of Rupert, Ida. The commission in a tentative report dismissing the complaint states that a reduction on the minimum weights would produce an unjustifiable reduction in the carriers revenue. The milling company had contended that the amounts of hay in the weights prescribed could not be loaded into the cars as required.

NEW YORK's refusal to increase the intrastate rail rates to equal the interstate rates was the cause of an investigation held on Sept. 14 in New York City by the Interstate Commerce Commission. The New York Central R. R. claimed that the rate granted by the New York Public Service Commission would cause railroads operating in that state to lose \$12,000,000 annually. Attorney L. P. Hall, representing the N. Y. P. S. Commission, explained that the state of New York insisted on its right to fix intrastate rail rates. He said the matter of intrastate rates would have to be threshed out in the Supreme Court.

THE FALL MEETING of the National Industrial Traffic League is to be held at the Seelbach Hotel, Louisville, Ky., on Thursday and Friday, Sept. 30 and Oct. 1. Included in the subjects to be brought up are the following: Reparation claims; refund of war tax paid on demurrage; the 3% tax on freight charges; the proposed modification of § 2, sec. B, Demurrage Rule 8; the uniform bond to cover absence of a B/L; allowance of a trade discount to carriers in the settlement of loss and damage claims; report of the B/L com'te on the thru export B/L; report of a special com'te on railroad leases and side track agreements and a report of a special com'te on telegraf liability.

THE INTERSTATE COMMERCE Commission has condemned 2.6% or 60,000 of the freight cars in this country as being not properly equipped with safety appliances. These cars have not been properly equipped under law since 1911 but their use has been granted under special permission from the I. C. C. for a year at a time. The last year of grace ended on March 1, 1920, and the American Railroad Ass'n asked for an extension of time in which to get these cars properly equipped. In replying the I. C. C. announces that good cause for another extension of time has not been shown. Since there are 138,000 bad order cars in the country the number of cars which will be taken from service is small. Various railway labor organizations have been leading the fight to stop the use of the cars in question.

[Continued on page 541.]

Feedstuffs

THE CORN PRODUCTS REFINING Co. has been operating many of its plants at only 70% of capacity.

MINNEAPOLIS, MINN.—The Interstate Flour & Feed Co. is enlarging its feed milling department.

WESTON, N. J.—The C. D. Erdley & Co. Inc. recently incorporated for \$150,000 will manufacture mixed feed.

THE ROCHESTER Food Products Co. is the newly adopted name of the American Brewery Co. of Rochester, N. Y.

STURGEON BAY, WIS.—The Bushman Milling Co. will enlarge its feed grinding capacity by installing a larger feed grinder.

DES MOINES, IA.—Frank Chandler has registered the words "K-Lasses" as his trademark No. 135,359 for use on stock feed.

SAN FRANCISCO, CAL.—The Albers Milling Co. has registered word "Milk-flo" as its trademark No. 135,462 for use on stock feed.

OIL CAKE shipped from Minneapolis, Minn. during August totaled 17,670,015 lbs. compared with shipments in August, 1919, of 23,525,105 lbs.

BRAN received at San Francisco, Cal., during August amounted to 89 tons compared with receipts during August, 1919, of 190 tons.

DALLAS, TEX.—The American Oil Cake & Feed Co. has been incorporated for \$10,000 by Carl Eichenberg, H. W. Denbo and F. Weissmann.

BUFFALO, N. Y.—Canadian mills are offering wheat mill feeds on this market considerably below the prices quoted by domestic millers.

CROSSWICKS, N. J.—The Charles Bricks Feed Milling Plant recently lost \$40,000 by fire. The loss was only partially covered by insurance.

COSHOCTON, N. Y.—The old hotel building in this town has been secured by Tripp & Mehlbacher who will convert it into a complete feed and flour mill.

MANHATTAN, KAN.—The new plant of the Liberty Milling & Ice Co. now under construction will have a capacity of 100 tons of sweet feed per day.

EDGEWATER, N. J.—The plant of the Corn Products Refining Co. at this city resumed operations on Sept. 21 after having been shut down for eight days.

WATHENA, KAN.—The Farmers Alfalfa Milling Co. is now under the management of H. E. Pearce, formerly mgr. of the Triangle Milling Co., Kansas City.

KANSAS CITY, MO.—"Rate for the sale of feed should be 2½ cents per sack or \$5 per car" is the suggestion to the Board of Trade adopted by the Flour & Feed Club at its Sept. 14 meeting.

Exports of Feedstuffs.

July exports of feedstuffs, compared with July, 1919, and for the 7 months ending July were reported by the Bureau of Foreign and Domestic Commerce as follows:

	July		7 mos. ending July	
	1920	1919	1920	1919
Bran & mids., tons	250	199	2,122	3,681
Corn oil cake, lbs.		377,200	42,500	872,880
Cottonseed cake, lbs.	2,300	15,749,090	123,452,557	194,897,045
Cottonseed meal, lbs.	700,185	12,223,510	4,539,980	138,925,860
Dr. gr. mlt. spts., tons		158	363	1,071
Linseed cake, lbs.	8,102,916	18,081,079	122,244,444	143,648,962
Linseed meal, lbs.	969,200	1,906,520	7,417,869	14,344,405
Millfeed, tons	488	1,184	5,792	5,575

LUCK, WIS.—The Eckland Feed Mill has been purchased by Henry Utoff.

ABLEMAN, WIS.—The Ableman Farmers Warehouse Co. has announced that the installation of feed milling machinery has been postponed for the present.

ALEDO, ILL.—The Aledo Feed Mill of Matchneer & Nesbitt was sold at public auction to a number of farmers who will operate it as the Aledo Feed Mills Co.

MUSKOGEE, OKLA.—The Adkins Hay & Feed Co. will build a 25,000 bus. elevator and a complete feed plant. Contract has been let to the Burrell Engineering & Construction Co.

OLYMPIA, WASH.—James Brewer, until about a year ago head of the feed and flour firm of James Brewer & Co., passed away at his home recently. He is survived by a wife and two daughters.

HOLD COTTONSEED for \$50 a ton is advice to Texas farmers by Fred Roberts, pres. United Cotton Growers Ass'n. According to Mr. Roberts farmers are not receiving a fair return for this commodity.

TOLEDO, O.—The Interstate Feed Ass'n has been purchased by the Kasco Mills Co. Inc. of Waverly, N. Y. The plant, which will adopt the Kasco name, will be used in the manufacture of dairy feed.

CHARLES ROCKWELL, at one time president of the Park & Pollard Co. has sold out his interests in that company and hereafter will be the eastern representative of the J. J. Badenoch Co. of Chicago, Ill.

NEW ORLEANS, LA.—Considerable feed was burned when fire originated among some sacks of mixed feed stored on the third floor of the T. F. Cunningham warehouse. It was feared for time that the entire warehouse would be destroyed.

LOUISVILLE, KY.—The feed manufacturing plant of the Standard By-Products Co. has been called a nuisance by the Louisville Health Authorities. Pending an outcome of the charges operation of the plant has been discontinued.

NASHVILLE, TENN.—"The Hermitage Mills" is the name of the newly incorporated company which will take over the Rex Mills and manufacture mixed feed. Incorporators include Charles D. Jones, J. C. Knox, G. Knox, and J. A. Bell.

YORK, PA.—We are erecting a new elevator and mixed feed plant which when completed will give us a storage capacity of 50,000 bus. of grain and 50 carloads of feed. Our mixing capacity will be approximately 10 carloads of feed per day.—Anderson Brothers Co.

COLUMBUS, O.—The Harry B. Apple Co. is the new name of the feed and flour brokerage concern conducted by Harry B. Apple and George W. Ballinger. The business until recently was conducted by Mr. Apple and upon the association of Mr. Ballinger the new name was adopted.

THE U. S. FEED Distributors Ass'n will hold its first annual convention at the Morrison Hotel, Chicago, Ill., on Oct. 14 and 15 immediately following the meeting of the Grain Dealers National Ass'n at Minneapolis. An outline of the work to be done appears elsewhere in this number.

THE GREAT WESTERN Milling Co., Los Angeles, Cal. has registered the words "Vitalin," "Car-pro," and "Vitalife" as its trademarks numbered 135,471, 135,472 and 135,470 respectively. The words "Vitalin" and "Vitalife" are to be used on poultry feed while the word "Car-pro" is to be used on hog feed.

THE MARINETTE Flour & Feed Co., Marinette, Wis., has purchased the Northern Feed Co. of Escanaba, Mich. from A. G. De Grand. After extensive improvements the Escanaba plant is to be operated by Louis Kuber for the Marinette Flour & Feed Co. Louis Kuber comes from Marinette and at one time was manager of the Consolidated Milling Co., Chicago, Ill.

ALMA, KAN., Sept. 21.—The alfalfa crop is short on account of the damage done by the army worm which eats up entire fields of alfalfa in a few days.—A. E. Senge, Farmers Union Elevator.

LYONS, KAN.—Work on the plant of the Central Kansas Milling Co., now under construction at this point, is progressing rapidly. The work is being done by the Burrell Engineering & Construction Co.

THE FEED FIRM of J. M. Ernst & Co., Arcola, Ill., has purchased a building at East St. Louis, Ill., which will be used in the manufacture of various feeds. The building is to be entirely rebuilt and remodeled.

WASHINGTON, D. C.—The National Cereal Products Laboratories, an organization which will give particular attention to matters relating to cereal products before the various federal departments will hereafter be in charge of Benjamin R. Jacobs, formerly with the Bureau of Chemistry, U. S. Dept. of Agri.

BLACKSTRAP MOLASSES rates of 21 and 22c over the Pennsylvania Lines from New York and Philadelphia to Norfolk, Va., were called unreasonable and unjustly discriminatory in a complaint filed with the Interstate Commerce Commission by the Norfolk Feed Milling Co. The Commission in replying stated in announcement No. 11,474 that the case had been dismissed because the rates were not found to be unreasonable.

THE CHARLES M. COX Co., the City Feed Co. and the St. Albans Grain Co. are the names of three feed stuff concerns incorporated recently in the state of Massachusetts. All three concerns have been incorporated by the same parties, namely, Charles M. Cox, Melrose, Mass.; Frank J. Ludwig, Brookline, Mass.; Harry Vaughn, Melrose, Mass., and William O. Wise, St. Albans, Vt. The companies will operate at St. Albans, Vt., and Boston, Mass.

MEMPHIS, TENN.—The Delta Flour & Feed Co., which manufactures all kinds of mixed feed, recently moved into its new warehouse where it has approximately 50,000 square feet of floor space. The plant is under the management of M. G. Odeneal, who was for many years with the M. C. Peters Mill Co. Speaking of their new plant the company writes: We are at present installing a complete packing plant which will enable us to pack all our bag stuffs. Our business has increased wonderfully during the past year and we look for even better business the coming season. We now have a working force of about 25 men and are traveling five salesmen in the southern territory.

THE G. E. PATTESON Co., Memphis, Tenn., was charged with shipping 210 sacks of "Molha" feed into the state of Missouri, in violation of the Food and Drugs act. Adulteration of the feed was charged because it contained less carbohydrates and molasses and more rice straw than was claimed by the salesman of the product to the purchaser thereof. Adulteration was also charged because it consisted in part of a decomposed vegetable substance. Misbranding was charged because the labels contained false and misleading statements as to the ingredients. When no claimant appeared for the feed a judgment of condemnation and forfeiture was entered. The court ordered that the product be destroyed by the U. S. Marshal.

Want Reduced Feed Rate to Drouth Stricken Montana.

Special reduced rates on grain and hay shipped into the drouth stricken areas of Montana are to be asked of the carriers by the Agricultural Com'te of the Spokane Chamber of Commerce.

Last year carriers granted half rates on these products shipped into Montana for feed. In spite of this aid many hundred head of cattle starved to death last winter.

Douglas and Grant counties need the as-

sistance this year. Their county agents estimate that these two counties alone will require 300 cars of grain and hay shipped in for feeding purposes. On top of this, Montana dealers write that the ranges have been very poor and short this summer because of the small amount of rainfall.

General agents of the Northern Pacific and Great Northern Railways state that little trouble should be encountered in getting their carriers to grant a reduced rate again this year.

The U. S. Feed Distributors to Meet at Chicago on Oct. 14 and 15.

The 1st annual meeting of the U. S. Feed Distributors Ass'n is to be held on Thursday and Friday, Oct. 14 and 15, at Chicago. Headquarters will be established at the Morrison Hotel.

The dates are in harmony with the dates chosen for the Grain Dealers National Ass'n meeting in Minneapolis. Southern and Eastern dealers passing thru Chicago after the Minneapolis meeting will be able to be present at all meetings.

At this first annual meeting no set speeches are to be made. Practically the entire time will be devoted to business. Included in the business to be transacted will be election of permanent officers and the employment of a sec'y who will give his entire time to the Ass'n.

David N. Sosland, the present sec'y of the Ass'n, says of the coming meeting:

Our principal business is to arrange trade rules and to plan for arbitration com'ites.

Trading conditions in various kinds of feedstuffs and rules governing millfeed, cottonseed feeds, feed materials for manufacturers and every other kind of feedstuff will be discussed.

It is not the aim of this Ass'n to in any way limit its activities to merely wheat by-products and a few other kinds of feeds.

Rules for trading in every kind of feed handled by members as well as definitions for the various kinds of feeds are to be formulated.

Another question which will be decided is the matter of permanent Ass'n headquarters.

What the Ass'n aims to do is to standardize feed definitions, to standardize trade rules and trade methods, and to raise the standard of the feed jobbing industry to such a basis that it will be recognized as an industry that is not only working to better its own conditions, but also working for a better understanding of feedingstuffs trade generally.

EIGHTY JAPANESE steamships are tied up in the Japanese shipping centers because of the lack of demand for Japanese products in store in warehouses.

Settlement On Average Size Car.

Federal Grain Co., Kansas City, Mo., plaintiff, v. Priddy & Co., Ft. Worth, Tex., defendants, before the arbitration com'ite No. 4 of the Grain Dealers National Ass'n, composed of G. E. Patteson, W. T. Hale Jr., and B. E. Clement.

This controversy arises from the cancellation of purchase of three cars of milo maize at \$2.55 per 100, original purchase price having been \$2.05. The only question involved is as to the proper weight to be applied, the price having been arrived at by agreement.

The contract originated in a telegram from Munn Brokerage Co., dated October 2, 1919, providing for the sale of three cars "any size." Plaintiff's letter of transmission with his confirmation suggested the fixing of a definite weight. To this the defendant objected stating that he was compelled to deliver cars as they were received by him.

It is shown that the weight of a car of milo maize under Kansas City Board of Trade Rules is 50,000 lbs.

The negotiations leading up to final agreement clearly indicate that "any sized car" would have been applicable on the contract.

This agreement removes it from the application of the Kansas City Board of Trade Rule that a "car" of maize shall be considered to be one thousand bushels.

If "cars" had been sold and contract forfeited the application of this rule would have been imperative, but all of the correspondence clearly shows it to have been the intention of the defendant, Priddy & Co., to get away from the duty or obligation of being limited to any sized car and this requirement was met by the plaintiff, the Federal Grain Co.

Then upon finding himself unable to fill his contract the defendant, Priddy & Co., immediately endeavors to invoke a rule his contract was carefully constructed to evade. It is therefore incomprehensible that this Com'ite could apply the rule which the defendant, Priddy & Co., endeavors to invoke.

The defendant finding himself unable to fill his contract endeavored to negotiate a settlement, agreeing upon the price, but refusing to agree to the weights as basis of settlement, or to agree that plaintiff should buy for his account.

As it was clearly the right of the plaintiff to buy for the account of defendant maize not shipped to apply on contract, and as there is no question that had he done so "any sized car" so purchased would have been properly applicable as well as unquestionably the proper basis for fixing the amount of loss to be paid by the defendant, Priddy & Co., it is therefore the plain duty of this Com'ite to affectuate the rights of the plaintiff as nearly as possible in the light of above facts.

The rule being inapplicable a basis of settlement must be found. It seems to us therefore that the average weight of a large number of cars shipped within the life of the contract is absolutely fair.

The Federal Grain Co. has furnished a list of weights of 106 cars representing all cars which they received at that time, and this shows an average of 79099 lbs. per car. In the absence of any evidence from the defendant to show that this weight of 79099 lbs. was not an average of the cars being received at Kansas City at this time the contract should have been filled, it appears that the basis of settlement should be fixed at 79099 lbs. per car.

Your Com'ite therefore finds the correct settlement of the case should be 3 cars cancelled 79099 lbs.

each. 237297 @ \$2.55 \$6051.07

Original purchase. 237297 @ \$2.05 4864.58

1186.49

ELLIS DRIERS

If you knew a tornado was going to hit you within the next six months, you would "break a leg" in your hurry to take out tornado insurance. Now consider this: The government estimates on the corn crop are 3,-131,000,000 bushels with an unusually large amount late in maturing. That means damp and heating corn this winter and spring. There are only two solutions! Stay out of the market or purchase a dependable grain drier. Which will you do?

THE ELLIS DRIER CO.

332 So. LaSalle Street
CHICAGO, ILLINOIS

Credit by remittance	750.00
Balance due Federal Grain Co.	\$436.49
The defendant is charged with the costs in the case.	

Grain Elevator Yields to Pressure.

The ruins of the Farmers Elevator at Sedgwick, Colo. shown in the accompanying engraving is only another example of the results of letting contracts to inexperienced builders, many only recent graduates from the New College of Silo Builders, to attempt the construction of grain handling plants. This elevator was completed less than a year ago, but had never been loaded to capacity until the day it burst. The weight of the grain was too much for the low resistance of the structure which burst leaving one tank standing and several thousand bushels of wheat spread over the ground.

The best builder obtainable is generally the cheapest in the long run.



Farmers Elevator at Sedgwick, Colo., Wrecked by First Full Load.

Seeds

RAYMOND GARDNER is the new ass't mgr. of the Marinette Seed Co., Marinette, Wis.

WINNIPEG, MAN.—The Northwest Grain Dealers Ass'n places the amount of 1919 Canadian flaxseed already inspected at 2,291,000 bus.

BELLE CENTER, O.—The Healy Seed Co. was recently incorporated for \$75,000 by J. R. Healy, M. Yodder, J. C. Healy and J. C. Briggs.

CHARLESTON, W. VA.—The Charleston Nursery & Seed Co. has been incorporated for \$20,000 by A. G. Lovett, C. P. Miller, B. Minor Jr. and others.

SANFORD, FLA.—The Allen Seed Co. was recently incorporated for \$50,000. Officers of the company are pres. L. Allen, Jr.; vice-pres. R. L. Allen and sec'y-treas. A. F. Allen.

ATLANTA, GA.—C. A. McLendon contemplates entering the seed business on his own account. He was for many years connected with the Humphrey-Coker Seed Co.

SIDNEY, MONT.—Hardly any flax in this locality this year. There is just enough to keep us from running out of seed.—James Wright, pres. Equity Co-op. Ass'n.

CRAWFORDSVILLE, IND.—In order to better handle its large volume of business the Crabbs Reynolds Taylor Co. has increased its capital stock from \$200,000 to \$1,400,000.

NEARLY 100 persons representing the Montana seedsmen and growers were present at the annual convention of the Montana Seed Growers Ass'n which was held at Helena, Mont., on Sept. 15.

FAYETTEVILLE, ARK.—The Adams-Hughes Seed Co. is the new name of the seed firm of Adams & Son. The change in name was made after J. A. Adams sold his interest in the firm to George C. Hughes.

NEW YORK, N. Y.—S. D. Woodruff & Sons expect to be located in their new home shortly after Oct. 1. Extensive improvements being made to the building recently purchased will provide 56,000 square feet of floor space.

COUNCIL BLUFFS, IA.—The Meneray Nursery & Seed Co. has been incorporated for \$150,000. Officers of the new company are, pres. F. W. Meneray; vice-pres. R. C. Meneray, sec'y A. O. Meneray; and treas. R. C. Meneray.

FLAXSEED received at Ft. William, Ont., during August amounted to 128,693 bus. compared with receipts of 30,000 bus. in August 1919. Shipments in August amounted to 299,453 bus. compared with 141,382 bus. shipped in August, 1919.

SEED INSPECTION is wanted by the seed growers of Arkansas. At a recent meeting of the Arkansas Seed Growers Ass'n a com'te was appointed to study the seed situation so that an inspection law that will meet the wishes of the Ass'n members can be presented at the next session of the Arkansas Legislature.

WILLIAM R. HADNETT, vice-pres. of the Crumbaugh-Kuehn Co., Toledo, O., on Saturday, Sept. 25, murdered his wife and then killed himself. Friends believe that Mr. Hadnett had become temporarily insane over his losses on the grain market. Two children, a boy aged 17 and a girl aged 11, survive the couple.

CLOVER SEED production was estimated on the Sept. 1 condition in bushels by the Bureau of Crop Estimates as follows: Ohio, 177,000; Ind., 168,000; Ill., 296,000; Mich., 125,000; Wis., 228,000; Minn., 42,000; Ia., 102,000; and Mo., 60,000. Estimates by the Bureau in December follow: Ohio, 100,000; Ind., 75,000; Ill., 210,000; Mich., 101,000; Wis., 248,000; Minn., 48,000; Ia., 84,000; and Mo., 34,000.

DULUTH, MINN.—Flaxseed received at this market during August amounted to 591,021 bus. compared with 153,091 bus. received in August, 1919. Shipments during August totaled 400,724 bus. compared with shipments in August, 1919 of 200,095 bus.

BEANS received at San Francisco, Cal., during August totaled 83,904 sacks; compared with 78,747 sacks received in August, 1919. Beans in warehouses and on wharves on Sept. 1 amounted to 189,502 sacks compared with 265,488 sacks on hand Sept. 1, 1919.

MINNEAPOLIS, MINN.—Flax seed receipts at this market during August totaled 296,760 bus. compared with receipts in August, 1919, of 196,000 bus. Shipments during August amounted to 26,510 bus. compared with shipments in August, 1919 of 1,090 bus.

MISSOURI CLOVER acreage is one and half times greater than in 1919. The principal limit to production this year will be the lack of hullers. Timothy seed production will be less than usual altho good yields are reported in the northern section of the state.—Missouri Crop Reporting Service, Jefferson City, Mo.

A REPEAL of the new Oklahoma seed law and the enactment of a bill conforming with the Uniform Seed Law is desirable from the standpoint of the farmer and the seedsman. The guaranty of the crop is impracticable. To meet the special needs of Oklahoma the uniform law could specify those weed seeds that are regarded in that state as noxious.

ROLLA, N. D.—In our section which is in the north central part of the state alfalfa and clover will make a good crop. Flax will average from 4 to 10 bus. to the acre. East of here the flax yield is lighter and will be only about 4 bus. to the acre on an average. To the west the general crop condition is the best it has been for three years but the condition of flax is poor.—E. C. C.

NEW MEMBERS of the Southern Seedsmen's Ass'n were reported by Sec'y Love as follows: W. B. Black, Milwaukee Seed Co., Milwaukee, Wis.; Alfred J. Brown Seed Co., Grand Rapids, Mich.; A. T. Ferrell, Saginaw, Mich.; D. M. Ferry Co., Detroit, Mich.; L. H. Hitchcock & Son, Nashville, Tenn.; J. C. Lawrence, Milwaukee Seed Co., Milwaukee, Wis.; May Seed & Nursery Co., Shenandoah, Ia.; Milwaukee Seed Co., Milwaukee, Wis.; J. D. Pritchett & Son, Danville, Va.; Sherwood Seed Co., San Francisco, Cal.; and Vaughn's Seed Store, Chicago, Ill.

SEED CONDITIONS in Toledo, O., are explained in the following announcement made by the Toledo Produce Exchange: Local seed dealers report some new crop timothy being offered, which was saved in threshing wheat. Prices offered for this class of seed are disappointing and country shippers cannot understand why it is discounted so much under the 1919 crop. The main cause for the apparent low price is the low germination of this new crop timothy which averages but 60 to 65%, whereas seed of the 1919 crop tests around 90%. Also owing to its overripe condition when cut, the seed shows very badly hulled. Seed men claim, they in turn, when selling must have seed to offer around 99% pure and germination of at least 88 to 90%.

OKLAHOMA dealers held a conference with state officials recently at Oklahoma City with a view to making the new state seed law more workable. It was resolved by the dealers (A) We believe that certain minor changes can profitably be made in the existing Oklahoma seed law; (B) We recommend the amendment of the Oklahoma law to conform with the uniform statute except in certain specifications as to field seeds and noxious weed seed content always necessary for each state to make for itself to meet its own peculiar needs; (C) Pending amendment of the law we respectfully petition the president of the Oklahoma state board of agriculture in so far as he lawfully may, to administer the present law as if it were the uniform statute, thus conforming

to and harmonizing with the practice of the twenty or more states in which the uniform statute has been made the model for seed legislation.

TOLEDO, O., Sept. 18.—Clover seed, a flashy performer this week, ranging over \$2.00, and reaching new low levels, October and December selling down to \$14.50. This was the turning point, market rallying sharply due to heavy short coverings, some fresh investment buying and light offerings. Hedging sales against the new crop increase on the bulges. Investment buying will be needed to offset them. October clover previous to 1918 did not sell over \$15.55. This was in 1917, and early in that year it sold at \$9.25. High this year was \$28.00 in February and low was \$14.50 reached this week. General crop conditions are favorable, although we have received reports in scattered sections that the late clover or medium is not filling as well as expected on account of recent heavy rains. Some are cutting for hay. Some medium that is being hulled is running from two to three bushels to the acre.—Southworth & Co.

TOLEDO, O., Sept. 18.—Timothy has given its friends as well as enemies a shock this week. Breaking sharply during the early part of the week and rallying equally as quick. The action of red clover and alsike has more or less to do with timothy and will continue to have. Year ago today March timothy closed at \$5.85, two years ago \$5.30. The stock of 1919 prime here continues to be talked about by timothy bears while the bulls claim now the season is late and there should be a demand for this timothy during October; that its germinating qualities are such it will be wanted in preference to the new crop seed. While some of the latter may be high in purity, most samples we have seen are low in germination test. The new crop seems to have turned out smaller than expected, and while farmers have sold some, many are holding. Chicago gets most of the western seed and receipts there so far have been running less than half of year ago, and we also see there is quite a little seed being shipped out. While foreigners have made inquiry about our 1919 prime we do not think they bot any probably because of financial conditions, but no doubt if money matters could be arranged there would be a demand from that source. The action of the clovers, demand for cash timothy, as well as the amount of investment buying of futures and short selling, will be the important factors.—J. F. Zahm & Co.

What the Farmer Should Expect From the Seedsman.

At the suggestion of the Sec'y of Agriculture representatives of the seed trade met in Washington, D. C., in May, 1917, and agreed to label all lots of field seeds which they sowed with the following information:

- (1) Name of seedsman.
- (2) Kind of seed.
- (3) Proportion of pure live seed present, with month and year of germination test.
- (4) County or locality of origin of the following imported seeds: Beans, soy beans, Turkestan alfalfa, and red clover from Southern Europe and Chile.

"In the spring of 1918, seed of red clover, crimson clover and alfalfa was purchased from the trade and examined to determine the degree to which this labeling agreement was being carried out, with the result that only 10% of the lots purchased were found to be fully labeled in accordance with the agreement," says Edgar Brown, botanist in charge of the Seed Testing Laboratories of the U. S. Dept. of Agriculture.

"This failure on the part of the seed trade was called to its attention and the greater number of seedsmen again agreed to label all field seeds which they sold. Similar purchases were made in the spring of 1919, and an examination of these indicate that conditions were not far different from those found the preceding year.

It is known that red clover seed from Italy is generally unsatisfactory for use in the United States as compared with home grown seed or that from any other foreign country having a surplus for export. However we do not know the extent to which the unsatisfactory condition of our red clover crop in recent years is due to the large importation of Southern European seed in 1915 and 1916. This seed is again being imported in large quantities.

"The merchant must not withhold information of value to the farmer on the plea that the necessity for quick handling does not permit the necessary tests to be made, but he should give the farmer full information about the seed he is selling, including the variety, the locality where it was grown, its freedom from mixture with other seeds, its

Imports and Exports of Seeds.

July imports and exports of seeds, compared with July, 1919, and for the 7 months ending July were reported to the Bureau of Foreign and Domestic Commerce as follows:

	IMPORTS.		7 mos. ending July	
	July 1920	1919	1920	1919
Beans and lentils, bus.	219,644	223,418	1,674,145	2,844,761
Castor beans, bus.	81,665	78,237	797,251	585,761
Flaxseed, bus.	1,796,954	1,329,116	15,699,182	5,775,594
Red clover, lbs.	240,541	713,694	12,426,238	1,752,544
Other clovers, lbs.	398,403	729,435	9,988,024	6,575,000
Other grass seeds, lbs.	622,198	1,417,879	18,320,370	4,373,279
Peas, bus.	478,592	355,755	873,300	1,278,405
Sugar beet seeds, lbs.	4,509,737	269,412	7,743,301	6,823,751
	EXPORTS.		7 mos. ending July	
	July 1920	1919	1920	1919
Beans, bus.	41,951	42,010	1,373,737	3,176,403
Flaxseed, bus.	55	10	14,563	7,069
Clover seed, lbs.	34,372	2,985	2,826,057	5,676,827
Timothy, lbs.	45,930	450,017	8,810,052	7,275,851
Other grass seeds, lbs.	456,050	51,936	2,159,977	2,146,935
Peas, bus.	11,431	15,696	216,254	354,115

weed seed content and the proportion of it that may be expected to grow under favorable conditions.

"Until seedsmen do this, they are not meeting the responsibility they owe to the fundamental industry of agriculture upon which their business is wholly dependent."

From the Seed Trade.

HAMILTON, ONT.—In Canada practically all the alsike, red clover and alfalfa is grown in Ontario, also some timothy. Quebec grows considerable timothy, and also Alberta. Taking as a whole the acreage for these seeds has not been increased this year. Alsike is turning out quite heavy, and is good average crop. As we buy seed in practically all parts of Canada we can speak of the country as a whole. Red clover acreage is short but promises well, provided we have a month more good weather. Alberta has considerable timothy and Ontario has very little. As yet we do not know what the crop will be in Quebec but understand that much of it will be cut for hay. In some districts we find that alsike clover contains more weed seeds than last year. Ontario has a good crop of sweet clover, white blossom. We also shall have some alfalfa but it is only grown in a limited way for seed.—W. H. Bruce, pres. John A. Bruce & Co., Ltd.

St. Louis, Mo., Sept. 15.—Timothy offerings have been liberal with practically no demand. The past week bright seed which has been given a country cleaning has been selling in this market from 7.00 to 7.25. A large percentage of the samples which we are receiving are very badly hulled. This kind of seed is a drag on the market. Our Mr. Appel has written that in southern Iowa the farmers are quite bullish on oats and those which were compelled to sell some of their products in order to secure a little ready cash have turned loose the timothy seed. We might say that buyers so far this year have

had things practically their own way. Quite a few dealers, however, who early started to make contracts on a tentative bid, which one of the large seed houses put out. Quite a lot of seed was bought around 4.50 per bushel or 10.00 per cwt. Most of these people are still holding their seed and those who can continue to carry will quite likely put this seed away until next spring when it is figured conditions will have become somewhat settled and a better demand in evidence. There is some talk about being able to export timothy seed as well as other field seeds within the next few months. Clover seed seems to be a very large crop, not only in Missouri but everywhere. As a matter of fact our information leads us to believe that the crop will be so large that considerable of it will never be hulled as there will not be enough hullers to go around. Country dealers who have been cleaning up their timothy seed have secured a liberal percentage of clover. This, however, has a heavy mixture of dock, which really can not be cleaned out of the clover and therefore is a quality not desired. Pretty hard to tell about redtop. In the producing section they have a rather short crop of inferior quality. In addition to having a heavy percentage of clover we do not remember the year when timothy seed has carried so much redtop as it has the past season. In practically every lot of seed we have had which has not been recleaned in the country we should say that the buyers have made good money if on nothing else but the redtop they have been able to clean out. However redtop which is cleaned out of timothy seed is not of the best of quality and at times it has been hard to move.—Seed Dept., Kellogg-Huff Commission Co., by W. L. Malkemus, pres. and treas.

FINANCIAL control of flour mills in England by the government will end with the close of 1920, announces the flour control com'tee.



WARNING TO SHIPPERS

The recent rains will make damp grain and all shippers should protect themselves against loss by using The Official Brown-Duvel Moisture Tester.

It is just as important that you make the moisture tests on grain you buy from farmers as it is for the creamery to make tests on the farmer's supply of milk. The operation is simple, cost small and it means increased profits for you. This machine is used by the Government and all Inspection Departments.

You will also find profitable

The Special Four-in-one Percentage Scale

Wheat, Oats and Corn Dockage Sieves

Weight Per Bushel Testers

(Our new easy-reading design)

Grain Triers for Wagon and Car Sampling

The Modified Sampler and Mixer

Cox Funnels

(For properly filling Wt. per Bu. Tester)

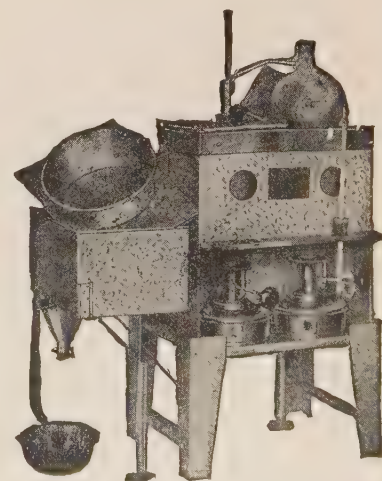
Don't Buy and Sell By Guess and By Gosh

Complete grain grading equipment Catalog No. 32 awaits your demand

SEED TRADE REPORTING BUREAU

619-623 Postal Telegraph Bldg.

Chicago, Ill.



The Official Brown-Duvel Moisture Tester

Supreme Court Decisions

Action on B/L Barred in Four Years.—Under the statute of limitations of Georgia (Civ. Code 1910, §§4359, 4361, 4362, 4368), an action for damages for breach of the contract made by a B/L is barred in four years. *Old Colony Trust Co. v. Atlanta, B. & A. B. R. Co.* U. S. District Court, Georgia. 264 Fed. 355.

Warehouseman's Insurable Interest.—A warehouseman has an insurable interest in goods to which he has no title, and may recover for their loss in its entirety under a policy insuring goods held "in trust or on commission," or "sold but not removed."—*Lewis v. Home Ins. Co.* Supreme Court of New York. 181 N. Y. Supp. 339.

A "c. i. f. contract" is a well-known form of shipping contract, and means that the purchaser pays a fixed price, for which the seller furnishes the goods and pays the freight and insurance to the point of delivery, and that all risks while the goods are in transit are for the account of the buyer.—*Smith Co. v. Moscahlades*, Supreme Court of New York. 183 N. Y. Supp. 502.

Seller Must Load Goods Sold F. O. B.—The abbreviation "f. o. b.," when used in contracts of sale, means "free on board," and, when the goods sold are to be shipped by the seller to the buyer, means that the goods sold are to be loaded by the seller on the vehicle or conveyance for shipment without any expense on the part of the buyer.—*Griffin v. Edward Eiler Lumber Co.* Supreme Court of Mississippi. 84 South. 225.

Loading Goods in Poor Condition Shifts Burden of Proof of Negligence.—When it has been shown that damage resulted from inherent infirmity of the goods transported under circumstances not showing negligence, burden of proving negligence devolves upon the plaintiff under Carmack Amendment (U. S. Comp. St. §§ 8604a, 8604aa.—*Cleburne Peanut & Produce Co. v. M. K. & T. Ry. Co.* Commission of Appeals of Texas. 221 S. W. 270.

Discrimination in Furnishing Cars held for Jury.—In an action for damages for discrimination in furnishing cars ordered by plaintiff, evidence held sufficient to go to the jury, notwithstanding defendant's showing that it was unable to fill all the orders for cars; it appearing that it furnished a greater percentage of cars to others in the same line than it did plaintiff.—*Dickinson v. Robertson*. Supreme Court of Arkansas. 223 S. W. 12.

Recovery of Part of Cost of Spur Track.—Where a railway company, before putting in temporary side tracks for lumber mill company, required it by contract then made to pay the estimated cost of putting in the tracks, the mill company could not, by virtue of Rem. Code 1915, sections 8626-13, 8626-62, recover the excess of the price paid over the actual cost of the railway.—*Skagit Mill Co. v. Great Northern R. Co.* Supreme Court of Washington. 190 Pac. 901.

Carrier's Failure to Allow Time for Removal of Goods.—In an action by the consignor for the value of goods which were received by the consignee, evidence showing that servants of the carrier told the consignee, who went to the carrier's pier to get the goods immediately on receiving notice, that they did not have the goods, etc., held to warrant a finding that the consignee was not allowed a reasonable time for removal after receipt of notice.—*Koch v. Delaware, L. & W. R. Co.* Supreme Court of New Jersey. 110 Atl. 128.

Contract to Grow Seed Beans.—Where farmer contracted to raise beans for seedman at 8 cents per pound, he could not recover 2 cents per pound more, on showing another seedhouse paid 10 cents a pound, because the written proposition to contract, presented by the seedman's agent and stating there were no agreements other than stated "above," below stated that prices as much as any other house were guaranteed; such guaranty having been written by the agent.—*Balcon v. Michael*. Supreme Court of Colorado. 191 Pac. 97.

Bank Liable for Failure to Give Notice of Non-Payment of Draft.—In drawer's action against bank to which it negotiated bill, to recover amount deducted from his account on

drawee's nonpayment, the bank, where residing in same place as drawer, had the burden of proving notice to drawer of drawee's nonpayment upon day following the dishonor as required by Act March 4, 1914, 28 Stat. p. 683, § 103, notwithstanding section 193, relating to reasonable time; such section having reference to section 144 and not section 103.—*Jones v. Carolina National Bank*. Supreme Court of South Carolina. 103 S. E. 27.

"c. i. f." in a contract of sale of goods is an expression indicating that the price fixed covers the cost of goods, insurance, and freight on it to place of destination, and the same meaning is given to the initials "c. f. i.," and under such a contract the seller must ship the goods, arrange the contract of affreightment, and pay its cost, or allow it from the purchase price, and procure insurance for the buyer's benefit for the safe arrival of the goods, and pay therefor.—*Seaver v. Lindsay Light Co.* Supreme Court of New York. 182 N. Y. Supp. 30.

Weigher Owes No Duty to Person Not Employing Him.—In an action for damages suffered because defendant had erroneously weighed a certain number of packages beans purchased by plaintiffs from a third party, evidence failing to show any duty on defendant to plaintiffs to weigh the beans accurately, and disclosing that defendants were employed by the third party to do the weighing and were paid by him, held insufficient to support judgment for plaintiffs, since, if plaintiffs had a cause of action, it was against the third party, and not against defendant.—*Glanzer v. Shepard*. Supreme Court of New York. 182 N. Y. Supp. 178.

Non-Delivery thru Failure to Obtain Cars.—In buyers' action for nondelivery, complaint alleging sellers' agreement to deliver goods f. o. b. railroad cars at designated place as fast as cars could be procured to be shipped to buyers at certain place for specified price, buyers' agreement to pay when goods were delivered and drafts for purchase price with B/L attached were presented to them, and sellers' failure to deliver pursuant to such an agreement, held to state a cause of action, notwithstanding failure to allege that sellers could have procured cars; the failure to procure cars being a matter of defense to be alleged and proved by sellers.—*Henderson v. Holmes & Dawson*. Supreme Court of Alabama. 85 South. 536.

Manufacturer Not Subject to Order of Federal Trade Commission.—That a manufacturer of products sold in interstate commerce to jobbers and wholesale dealers, who in turn sell to other jobbers and wholesale and retail dealers, issues circulars to its trade suggesting prices for resale, both at wholesale and retail, and refuses to continue to sell to any dealer who fails to maintain such prices, or who sells to another dealer failing to maintain them, in the absence of contracts requiring adherence to such prices, held not to constitute an "unfair method of competition," in violation of Federal Trade Commission Act Sept. 26, 1914 (Comp. St. § 8836e).—*Beech Nut Packing Co. v. Federal Trade Commission*. U. S. Circuit Court of Appeals. 264 Fed. 885.

The Minneapolis Grain Market.

(Continued from page 590.)

Inspection Department, its purpose being merely a check on the accuracy of the department, the Burdick Sampling Buro and the Big Six Sampling Buro. The latter two are private concerns soliciting the business of the grain men of the Minneapolis market, and they will secure samples, independent of the State Samplers and deliver them to the grain firms. Thus there are many chances to catch an error by the State Grain Inspection Department. When ever there is a question about the dockage or grade of a certain car of grain, the commission house or receiver, whomever it may be, can call a re-inspection, or ask that a new sample be drawn from the car. This may be done three or four times, and if he is still not satisfied with the grade or dockage placed on the car, he can appeal to the Board of Grain Appeals.

Board of Grain Appeals.

The Board of Grain Appeals consists of three men at Minneapolis and three men at Duluth, all appointed by the Governor for a four year term. The three at Minneapolis meet daily in an attempt to decide any cases of inspections or re-inspections, with which the receiver is not satisfied. The Duluth and Minneapolis boards meet jointly once a year for a discussion of grades.

The Board of Appeals is the "Supreme Court" on intra-state movement cases, while the interstate shipments of wheat, corn and oats can be appealed to the Federal Grain Supervisor's Office. The members of the Minneapolis Board of Appeals are R. Ziesemer, chairman, D. P. O'Neil, Sec'y, and A. F. Evenson. The activities of this board are undoubtedly among the most useful to the members of any department in connection with the grain business at Minneapolis. By means of this board, decisions are rendered by disinterested persons qualified to make the decisions, and consequently many trade disputes are settled to the satisfaction of all.

Grain Supervisors Office.

On interstate shipments of grain if the receiver is not satisfied with the grade received, even after appeal to the reinspection and Board of Appeals, he may carry the case to the Federal Grain Supervisor's office. Mr. T. C. Miller is the Grain Supervisor for Minneapolis district, and his force includes grain inspectors and samplers. This office is in the Flour Exchange Building. The main functions of this office are to supervise the work of the licensed inspectors under the standards set by the Grain Standards Act, to entertain appeals brought to the office on interstate shipments of wheat, corn and oats. Complaints of misgrading or incorrect sampling are investigated even if the car of grain has not been moved in interstate shipment but has been sampled and inspected by licensed inspectors.

In addition to Mr. Miller there are two other supervisors in the Minneapolis office, F. A. Cummings and John Q. Adams. Nine samplers are employed in this office also a clerical force of four.

State Grain Weighing Department.

The State Grain Weighing Department which has supervision of the weighing of all grain receipts and shipments at Minneapolis, is under the Minnesota Railroad and Warehouse Commission, as is the Grain Inspection Department. P. P. Quist is state weighmaster and has his offices in the Flour Exchange building at Minneapolis. The department employs 114 city weighers, and 40 weighers who are located at outlying points, in locations similar to the outlying grain sampling points. The office force includes 11 assistants and clerks. During the last fiscal year the department at Minneapolis weighed 259,321 cars of grain, valued at approximately \$686,390,080. The average number of cars weighed daily during the last fiscal year was 864, and the average number of bushels per car, 1,323. The above figures show the total number of cars both in and out of elevators and mills.

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MINNEAPOLIS, MINN.

References: Any bank, mercantile agency, commission firm or the editor of this publication.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Com'n the carriers have made the following changes in rates:

C. & A. in a special Sup. to tariffs gives increased rates effective Aug. 26.

A. T. & S. F. in a special Sup. to tariffs gives increased rates effective Sept. 1.

C. R. I. & P. in a special Sup. to tariffs gives the increased rates in effect Sept. 1.

C. & A. in a special Sup. to tariffs gives increased rates effective on Missouri intrastate traffic Sept. 1.

E. B. Boyd in a special Sup. to tariffs gives the increase in rates effective on Minnesota traffic Sept. 8.

C. R. I. & P. in a special Sup. to tariffs gives minimum weights on grain and grain products effective Sept. 1.

E. B. Boyd and **F. A. Leland** in a special Sup. to tariffs give the intrastate Missouri rates effective Sept. 8.

C. R. I. & P. in a special Sup. to tariffs gives the minimum weights on grain and grain products effective Sept. 13.

C. B. & Q. in 964-1 gives the joint commodity rates between Chicago, Ill., and E. J. & E. stations effective Aug. 25.

C. B. Q. issues special Sup. 2 to the special Sup. effective Aug. 26 in connection with I. I. C. Ex Parte 74. This Sup. effective Sept. 13.

E. B. Boyd, agent, Western Freight Tariff Bureau in Sup. 7 to 1-0 gives rules, regulations and exceptions to classifications effective Sept. 1.

L. A. Lowrey in a Sup. to tariffs issued by him gives rates from, to or between points in the Chicago switching district effective Aug. 27.

Shelby N. W. and the **C. B. & Q.** in S. N. W. 6 gives the joint and proportional commodity rates between S. N. W. stations and stations on the **C. B. & Q.** effective Sept. 5.

C. B. & Q. in a special Sup. to tariffs gives the increased freight rates effective Aug. 26.

A. T. & S. F. in a special Sup. to tariffs gives minimum weights on grain and grain products effective Oct. 13 on Illinois intrastate traffic and effective Sept. 1 on all other traffic.

C. B. & Q. in 3992-O gives the joint commodity rates between Chicago and C. M. & G. stations, also commodity rates Hawthorne, Ill., and Gibson, Ind., to C. M. & G. stations effective Aug. 26.

C. B. & Q. in 3418-N gives the joint and proportional commodity rates between Chicago and stations on the C. A. & D. K., also coal from Gibson, Ind., to stations on the C. A. & D. K. effective Aug. 25.

C. B. & Q. in 7072-H gives distance rates on commodities between C. B. & Q. stations in Ill., also between C. B. & Q. west bank Mississippi River stations and Ill., stations on the C. B. & Q. effective Aug. 25.

C. B. & Q. in Sup. 8 to 994-C in connection with A. T. & S. F. gives the local and joint Iowa distance rates on classes and commodities between Iowa stations on the C. B. & Q. and the G. N. effective Sept. 1.

C. B. & Q. in 2964-E gives the joint freight tariff on classes and commodities between Chicago, Peoria, Ill., Winona, St. Paul, Minneapolis, Minn., etc., and stations on the St. L. & H. R. R. effective Aug. 25.

Erie in Sup. 12 to 182-D gives rates on grain, grain products and grain by-products from Chicago, Englewood, Hegewisch, Pullman Jct., Ill.; Highlands, Hammond, Saxony, Ind., to points in Ind., Ky., Mich., N. Y., O., Pa., and W. Va., effective Sept. 1.

A. T. & S. F. in a special Sup. to tariffs gives the minimum weights on grain and grain products which cancel the special Sup. issued Mar. 26. New weights are effective Sept. 1, except on Illinois intrastate traffic when they become effective on Oct. 1.

E. B. Boyd in a special Sup. to tariffs issued by the Western Freight Tariff Bureau gives the minimum weights, rules and regulations applying on grain and grain products effective on intrastate traffic on Sept. 1 and effective on intrastate traffic on Oct. 1.

C. B. & Q. in Sup. 7 to 1346-F gives local, joint and proportional rates on grain and grain

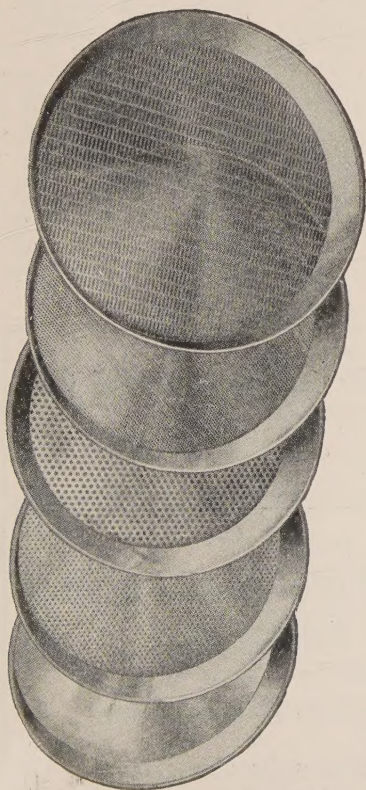
products between Chicago, Peoria, Quincy, East St. Louis, Ill., St. Louis, Mo., etc., and stations on the C. B. & Q. and R. I. S. in Illinois and C. B. & Q. Mississippi River points, Dubuque, Iowa, and south thereof; also stations on the M. B. & S., effective Oct. 23.

C. B. & Q. in a special Sup. to tariffs gives the minimum weights, rules and regulations to be effective until Dec. 31, 1920. These weights effective on interstate traffic on Sept. 1 and effective on intrastate traffic in the various states as follows: Colorado Oct. 1; Illinois Oct. 1; Iowa Sept. 10; Kansas Sept. 1; Minnesota Sept. 1; Missouri Sept. 1; Montana Sept. 1; and Wyoming Sept. 1.

C. R. I. & P. in Sup. 15 to 10389-E gives local, joint and proportional rates on grain, grain products and seeds between St. Louis, Mo., E. St. Louis, Alton, Quincy, Ill., Hannibal, Mo., and stations in Ill., Ia., Minn., Mo., and S. D., also Armourdale, Atchison and Leavenworth, Kan., also on grain, and grain products, carloads from stations in Ia., Minn., and S. D., to Cairo, Thebes, Ill., Evansville, Ind., and Louisville, Ky., when destined southeastern and Carolina territories, effective Aug. 25.

C. B. & Q. in Sup. 2 to 14090 gives local and joint tariffs naming rules and regulations affecting freight on the C. B. & Q., Q. O. & K. C., R. P. L. & N., and the T. & N. These regulations include the following: reconsigning; stopping in transit; restrictions as to acceptance of freight and freight requiring prepayment or guarantee; mileage payments and rental charges on private cars, etc. Effective on Illinois intrastate and on interstate traffic on Aug. 26. (No charge on other intrastate traffic.)

Central Freight Ass'n thru its agent W. J. Kelly gives local joint and proportional rates on grain, grain products and grain by-products from points in Ill., Ind., Ia., Ky., Mich., Mo., N. Y., O., Pa., W. Va. and Wis., to Albany, Baltimore, Boston, Montreal, New York, Philadelphia, Rochester, Syracuse, Utica; also to points taking same rates or arbitraries higher, as per east-bound basing tariffs and east-bound billing instructions and guide books referred to on pages 78 to 81 of tariff, as amended, and as provided on pages 69 to 77 of tariff, as amended, also bases for rates to Baltimore, New York, Philadelphia, etc., on export traffic effective Sept. 1.



Wheat Dockage Sieves

The Set of Four, with Pan, \$8.00, while they last

Standard size—of heavy aluminum,
spun rims and inset bottoms.

Also

Brown Duvel Moisture Testers

All sizes—for electricity, alcohol, gas or gasoline

Boerner Sample Splitters.

Emerson Kickers.

Four purpose Scales, for tester, dockage, etc.

Bucket Testers, for bushel weight and dockage.

Torsion Balances, for grain and seed testing.

Thermometer, Flasks, Stoppers and all other apparatus for grain sampling and testing.

We are **Manufacturers** and sell direct from factory to you. Illustrated booklet free.

Hess Driers and **Outdoor Conditioners** will be much needed this fall. Deliveries will be slow owing to shortage of men, material and transportation. Consider this, and anticipate your needs.

Hess Warming and Ventilating Co.

907 Tacoma Bldg., Chicago

Did you get one of our **FREE STROKERS**, showing all the grain grades?

Patents Granted

1,352,692, Grain Car Door. Edward Posson, Chicago, Ill. This is a grain door made up of a number of sections that move in a guideway. The guideway is formed by a door jamb and a guide plate attached to the door post.

1,352,262, Conveying and Elevating Apparatus. Henry Harding, Minneapolis, Minn. This apparatus consists of a mechanism for carrying sacks. It also includes a device for closing the upper ends of the sacks. After sacks are closed they are elevated to the position desired.

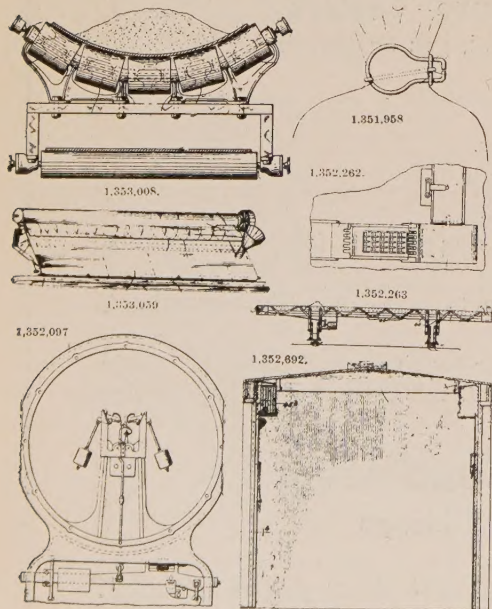
1,352,097, Scale. Andrew Sonander, assignor to the Howe Scale Co., Rutland, Vt. This scale is made up of a counterbalancing device connected by a band and a roller to a draft rod. A rack bar is located in the central part of the mechanism holding the roller. A means is provided for suspending the rack from the roller.

1,353,059, Grain Separator. Henry Meyer, Red Wing, Minn. This is a grain separator having an apron and an upwardly moving separating surface. A board extends over the separating surface and allows the material to be separated to be carried under it and then back onto the separating surface.

1,353,008, Belt Conveyor. Charles W. Wray, New York, N. Y. This is a belt conveyor having a system of idler rolls and a means of support for each of the rolls. The support of one roll is independent of the support of the other rolls. The apparatus contains a thrust bearing and has a mechanism to transmit the thrust of the roll to the thrust bearing.

1,352,263, Conveyor. Henry Harding, Minneapolis, Minn., assignor to the Washburn Crosby Co., Minneapolis, Minn. This conveyor operates by an endless belt driven by a means provided in the apparatus. The whole apparatus is on a wheeled standard. Attached to the wheeled standard is a pair of bars. A table is attached to these bars. Bracing strips in this conveyor are attached on their ends to the standards, are attached at their tops to the bars and are also attached to the middle of the table.

1,351,958, Sack Fastener. Fred Markwick, Detroit, Mich. This is a fastener made of a round frame with a U-shaped offset at one side. Parallel arms attached to the U offset are fastened by a circular arched latch bar. A cross fastening rod is attached at one end to the latch bar and at the other end by a loop in the form of a pivot to the round frame. The cross fastening rod is thus free to slide along the round frame when the latch is drawn toward the end of the U offset for tightening top of bag.



Fire and Accident Prevention Day.

Fire and Accident Prevention Day (Oct. 9th) is an important factor in the campaign for the conservation of the national resources by reducing the preventable fire waste of the country and the terrible toll of life and accidents.

It is especially important this year in view of the national campaign for the conservation of foodstuffs and manufactured resources to reduce the high cost of living, and the necessity of maintaining the earning power and production of the country.

The fire losses in the United States and Canada in 1919 were \$269,000,775, so far this year they are more than \$40,000,000 ahead of the same period last year. The state fire marshals and fire prevention authorities generally agree that 75 per cent of these fires are due to preventable causes, and could easily be avoided by the exercise of reasonable precaution, individual and municipal.

The loss in earning power due to preventable accidents is over two billion dollars a year.

Over 15,000 are killed and 50,000 injured annually as a result of fire. The fire losses and the cost of fire prevention in the United States amount annually to \$700,000,000.

The annual per capita fire waste in the United States is \$2.50; in Europe 33 cents. Reason: the latter has better construction, less carelessness and increased responsibility.

An ounce of fire prevention is worth a pound of fire extinguishment. The way to get lower insurance rates is to have fewer fires.

Will you celebrate Prevention Day? Then clean your property and reduce the fire hazards.

BULK WHEAT in the state of Washington recently was bringing the farmer \$2.02 per bushel or 8c less than sacked wheat.

UNDER INFLUENCES of an increase of 40,000,000 bus. in the government estimate, the favorable weather, and the weakness in corn, the movement of oats is increasing. Growers are generally willing to sell on the basis of prevailing prices when cars are available. Yield is large, and quality excellent. Altho up to this time the market has shown stubborn resistance to selling pressure, there is little in the present outlook to encourage any substantial advance. From now on, with increasing movement, a correspondingly increasing pressure from hedging sales may be expected. It would not be greatly amiss to expect the December delivery to go to a full carrying charge basis under May, as past experience has shown that the winter and spring months bring increased values following the low prices which are made on the usual post-harvest run.—Rosenbaum Brothers.

Insurance Notes.

OCT. 9 has been proclaimed Fire Prevention Day by President Wilson.

A BILL recently enacted by the Georgia legislature prohibits the firemen in that state from belonging to any organization that assumes the right to strike.

FIRE LOSSES in the United States and Canada during August amounted to \$17,930,800; compared with losses in August, 1919, of \$24,426,000. The August losses reported are the smallest of any month since October, 1919.

CARBON bisulfid fumes being used for disinfection purposes coming in contact with a broken electric light bulb recently caused an explosion that injured three men and destroyed a store in Boston, Mass.

ELEVATORS and warehouses destroyed by fire in the state of Illinois during August had a total value of \$225,637 according to Illinois fire marshal John G. Gamber. These losses amount to nearly 14.5% of the total Illinois fire loss of \$1,534,736.

R. F. THOMPSON, until recently inspector in South Dakota for the Grain Dealers National Fire Insurance Co. and for H. M. Giles is now with the Hartford Fire Insurance Co. Mr. Thompson will make his headquarters at Minneapolis and will travel in the northwest as an elevator inspector for the Hartford Co. Mr. Thompson has a wide acquaintance among the grain trade, having been calling on South Dakota dealers since 1913.

THE MILLERS NATIONAL INSURANCE Co. has again been victorious in the suit brot by J. A. Frick, claiming a policy issued to the Caney Mill & Elevator Co. had been assigned to him, whereas the Caney National Bank of Caney, Kan., held a mortgage on the burned plant. The original suit was brot in Missouri to recover plaintiff's loss of \$8,000 when the elevator and mill burned May 16, 1912. The Supreme Court of Missouri decided in favor of the insurance company the second time, July 16, 1920.

FIRES USUALLY break out where we are not looking for them. Hazards that are suspected, and therefore watched are usually safe. But the piece of machinery or device that is looked upon as fireproof and is left to look after itself too often shows itself to be the "weak link" in the chain. A case in question is that of the burning of an elevator from the rope drive. A hopper scale that had never been loaded heavier than 40,000 lbs. had 50,000 lbs. placed in it one day during the "rush season." A bin was sprung as a result, and the rope drive brought in contact with it. The friction between the drive and the bin started a fire and the entire plant was destroyed. Keep your eyes open for the unexpected happenings.—C. A. McCotter, sec'y, Grain Dealers Fire Insurance Co.

Organized 1902 TRI-STATE MUTUAL GRAIN DEALERS FIRE INSURANCE CO. LUVERNE, MINN.

We are now returning 60% of the Deposit Premium. Average return for 18 years 50%.
Automatic Grain Insurance is 100% protection, write for information.
E. H. MORELAND, Secretary

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Insures Elevators, Mills, Grain Warehouses and Contents
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Insurance in Force \$65,068,859.89 Cash Surplus \$822,093.71
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THE RUSH SEASON

Don't let down on Fire Prevention during the rush season. This is just the time of the year you need your elevator, and a little extra care may prevent it from burning.

Wire us when you want grain insurance. You will be satisfied with the "Grain Dealers Way."

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Omaha, Nebraska



C. A. McCOTTER
Secretary
Indianapolis, Indiana

FIRE EXPLOSION WINDSTORM AUTOMOBILE

SHIPPERS' CERTIFICATE of WEIGHT

Designed for the use of grain shippers who wish to make a written statement of the amount and grade of grain loaded into a car. Especially adapted for use in connection with claims for Loss of Weight in Transit.

Each ticket gives the following information: Kind of scale used; Station; Car Number and Initials; Shipper's Name; —lbs. equal to —bus. of No.—; Date scales were tested and by whom; car thoroughly examined and found to be in good condition and properly sealed when delivered to the ————R. R. Co.; Seal Record, name and number, sides and ends; marked capacity of car; date; and name of the weigher. On the reverse side of both originals and duplicates is a form for recording the weight of each draught.

Printed and numbered in duplicate. Originals on Goldenrod Bond paper and duplicates on tough pink manila in two colors of ink. Well bound with heavy hinged pressboard covers so they will open flat, containing 50 originals, 50 duplicates and four sheets of carbon paper. Order Form No. 89 SWC. Price \$1.00.

Grain Dealers Journal, Chicago, Ill.

THE RECORDS

OF THE

Flour Mill and Grain Elevator Mutual Insurance Companies

show that 80% of all fires in Mills and Elevators start in elevators. The installation of an automatic feeding device which will positively prevent an elevator choking from over-feeding and an automatic relief which will prevent an elevator choking from bin getting full or spout choking, will annually save millions of dollars in fire loss and add at least 50% to efficiency of any stand of grain elevators. These devices are perfected and are available for mill and elevator owners, are very inexpensive and absolutely practical. Full particulars will be furnished, free of charge, by this office, on request.

Mutual Fire Prevention Bureau
OXFORD, MICHIGAN

Why Call an Expert?



An expert has at his fingers ends the experience of all men in his line. He knows where to look for hidden dangers. He knows what remedies to apply to dangers. He is trained to find and correct mistaken practices.

The Hartford has a corps of experts in its Mill and Elevator Department waiting your call to come and serve you. If you own a mill or an elevator, better call on

Hartford Fire Insurance Co.

H. W. DONNAN, Supt.

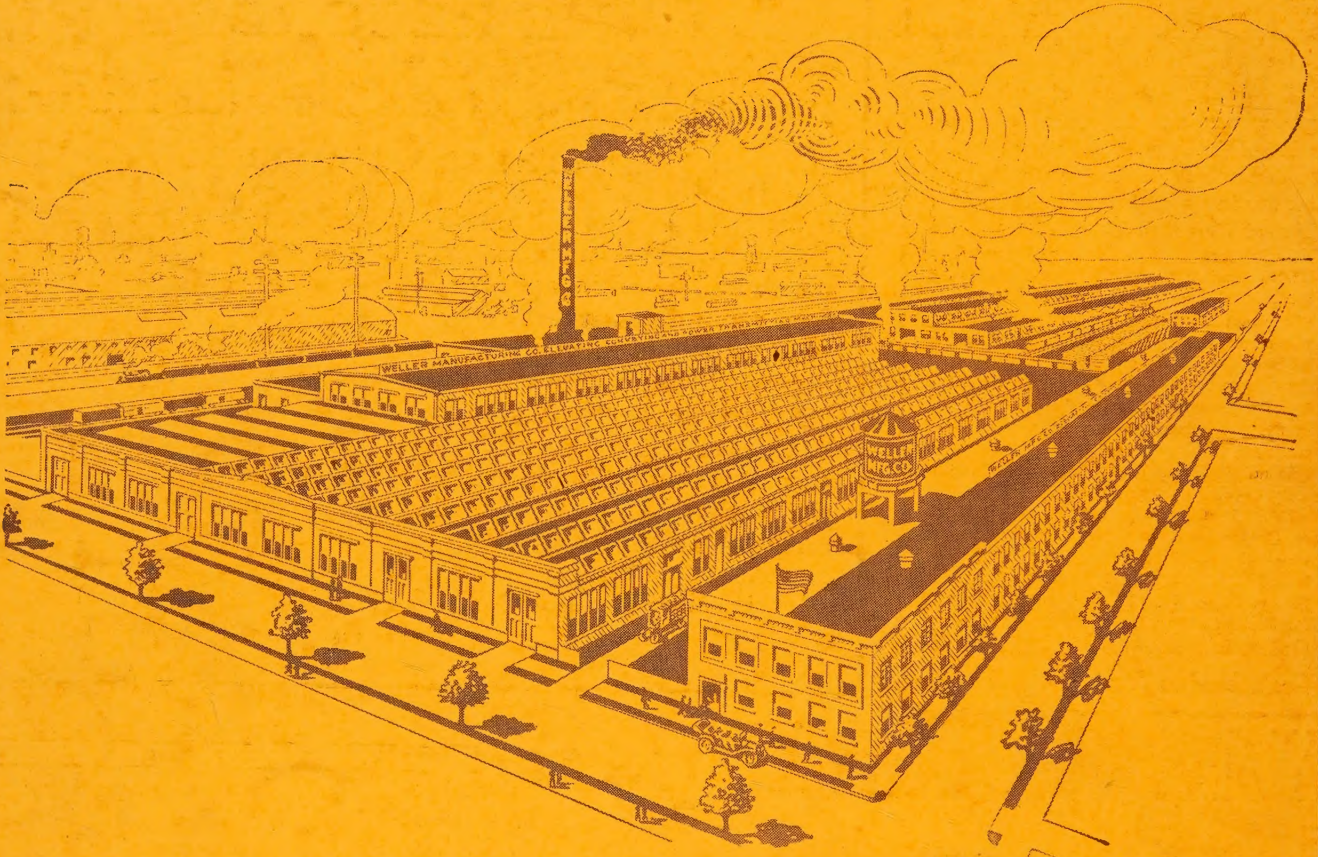
Mill and Elevator Dept.

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MODERN EQUIPMENT *FOR THE ELEVATOR AND MILL*



The Plant Behind the Product

DESIGNERS AND MANUFACTURERS OF

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CALL ON US FOR

BELT CONVEYORS	ELEVATOR HEADS	CAR LOADERS
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BUCKET ELEVATORS	GRAIN DRIERS	CAR PULLERS
ELEVATOR BUCKETS	POWER SHOVELS	ONE MAN ELEVATORS
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This Stamp
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insures service.



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